







From the Library  
of  
Jay and Frances Benton



"Middlesex House"  
Three Pequossette Road  
Belmont  
Massachusetts

















"MIDDLESEX HOUSE"  
THREE PEQUOSSETTE ROAD  
BELMONT, MASSACHUSETTS

THE

ILLUSTRATED DIARY

of

JAY R. BENTON

for

JUNE

1945

\* \* \*  
\*







MAURICE J. TOBIN  
GOVERNOR

11-7

THE COMMONWEALTH OF MASSACHUSETTS  
EXECUTIVE DEPARTMENT  
STATE HOUSE, BOSTON  
May 23, 1945

Hon. Jay R. Benton, Chairman  
Greater Boston Development Committee  
160 Congress Street  
Boston 10, Massachusetts

My dear Mr. Benton:

I am inviting the Mayors and the Chairmen of the Board of Selectmen, together with two representative citizens from each city or town in the Metropolitan Area, to attend a meeting in the Gardner Auditorium, State House, on Friday, June 1, 1945 at 7:30 P.M. for a consideration of matters of mutual interest and concern.

Since this is intended as a general conference designed to bring the group up to date in their approach to matters of regional import, it will not be possible to have any extended discussion. It is my hope, however, that this gathering may be the beginning of a series of meetings when an entire evening might be given over to the consideration of a single topic.

For the present, therefore, I would appreciate it very much if you would be willing to address this meeting briefly on the subject Citizen Organization, as exemplified by the work of the Greater Boston Development Committee. Your cooperation in this respect will be of great assistance in laying the foundation for a forward looking program based upon united thought and action.

Sincerely yours,

*Maurice J. Tobin*  
Governor





May 28, 1945

His Excellency, Maurice J. Tobin  
Governor of the Commonwealth  
State House  
Boston, Massachusetts

My dear Governor:

Your kind invitation to speak at your meeting to be held in the Gardner Auditorium next Friday evening is received and I will plan to attend.

Word has just been received that my son David's wife and their 2-months old daughter are leaving Saturday to join him at the Army Air Field at Boca Raton, Florida, where they may be located for several months. So Mrs. Benton and I are going over to New York to see them before they leave, but I am now planning to take a train back Friday so as to be in Boston in time to attend your meeting.

Sincerely yours,

*Jay P. Benton*

JRB:BCC







## PROGRAM

The Metropolitan District  
of Boston

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Present Problems and  
Future Possibilities



Gardner Auditorium, State House  
Boston, Mass.

Friday evening, June 1, 1945

7:30 P.M.



1. PRESIDING - His Excellency, Maurice J. Tobin  
Governor of the Commonwealth

2. CITIZEN PLANNING

The Boston Contest: a summary of the  
program submitted.

William Roger Greeley, Chairman  
of Committee

Carl J. Friedrich, Chairman  
First Prize Winning Team

Henry I. Harriman, Chairman  
Second Prize Winning Team

Don B. Leiffer, Director of Contest

Greater Boston Looks Ahead: the value  
of the exhibit.

Joseph D. Leland, President  
Boston Society of Architects

3. CITIZEN ORGANIZATION

Greater Boston Development Committee

Jay R. Benton, Chairman

The Port of Boston

Ralph M. Flanders, President  
Federal Reserve Bank

#### 4. PUBLIC PARTICIPATION

##### Metropolitan Highways and the Logan International Airport

Herman A. MacDonald, Commissioner  
of Public Works

##### Rapid Transit Facilities

Thomas A. Flaherty, Chairman  
Department of Public Utilities

##### Metropolitan Parkways

Joseph McKenney, Associate Commissioner  
Metropolitan District Commission

##### Local Airports

Arthur H. Tully, Jr., Director  
Massachusetts Aeronautics Commission

#### 5. METROPOLITAN FUTURES

His Excellency, the Governor

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DISCUSSION



# Support For Boston Given By Surrounding Towns

By W. Clifford Harvey

Staff Writer of The Christian Science Monitor

Representatives of Greater Boston communities who work in Boston proper, while living and paying taxes in the suburbs, crowded around the conference table with Governor Tobin last night and decided to do something to help support Boston.

It was not exactly a constitutional convention that brought more than 100 municipal authorities to the State House in answer to the Governor's invitation to consider the future of metropolitan Boston "as a whole." But what the Governor asked, and planning experts reiterated, was similar in some respects to early American meetings demanding that the people implement their local governments with a Federal authority for purposes of co-ordination.

Presiding last night, Governor Tobin reaffirmed his sentiments in favor of a metropolitan authority with powers to unite as many as 66 Greater Boston communities on services that the communities cannot develop, he said, while acting alone. He indicated such services as fire protection, rapid transit improvements, industrial development, park systems, and police operations.

## First of Series

The Governor also promised the planning delegates that last night's conference was only the first of what he hoped would be a regular series of meetings "from which might emerge a united metropolitan area."

"Greater Boston is well on the road to the gallows," stated Carl J. Friedrich, Chairman of the First Prize-Winning team entered in the recent Boston Contest, in reviving that old proverb about hanging together or hanging separately. "Boston has suffered a more grievous industrial and financial plunge than most large cities under the perils of decentralization," he said.

Mr. Friedrich, Professor of Government at Harvard University, cited statistics to show that Boston's plight was generally worse than the average large metropolitan area in wage earnings and industrial production.

"The arguments of suburbanites against the adoption of some form of centralized, metropolitan government," he added, "are similar to those sounded against the adoption of our national consti-

tution. They intimate that we can get along without the help of the other fellow."

As a citizen of Concord, Mass., Mr. Friedrich insisted that his town should have the privilege of taking part in the process of shaping metropolitan policies and growth. But without some centralized authority, he said, his town cannot engage in the series of activities necessary for its own good, but which must be undertaken by Greater Boston as a solidly-knit unit.

"What we are asking for metropolitan Boston," the Professor affirmed, "is not the breaking down of local, political autonomy, but the organization for implementing what the towns can do for themselves. There are many things that can be done to improve the position of the metropolitan area as a whole, which would naturally result in greater prosperity for the towns themselves."

## Local Autonomies

William Roger Greeley, spark-plug of the program for metropolitan co-ordination, as Chairman of the Boston Contest, reiterated the intent of maintaining local autonomies, while instituting an overall authority that could speak and act for Greater Boston in unison. The only opposition to the metropolitan setup, he said, has come from those in the suburbs, who confuse the intent of the program as that of absorption of the communities by Boston proper.

"There is no intent to annex," he explained. "There are certain things the communities can do for themselves, and other things they cannot do alone. Our purpose is to provide the governmental setup to permit co-ordination, where it is vitally needed."

Other speakers indicating support of the metropolitan plan of consolidation were Jay R. Benton, Chairman of the Greater Boston Development Committee; Ralph E. Flanders, President of the Federal Reserve Bank of Boston; Herman A. MacDonald, State Commissioner of Public Works; Thomas A. Flaherty, Chairman of the State Department of Public Utilities; Joseph McKenney, Associate Commissioner of the Metropolitan District Commission, and Arthur H. Tully, Jr., Director of the Massachusetts Aeronautics Commission.

Yours first —  
The pleasure of meeting  
the Baxter family —  
Sincerely —  
Ruth Carpenter —

WAYNE  
PENNSYLVANIA

Dear Mrs. Beeton —  
Dr. Carpenter  
and I want you to know how  
very much we appreciate  
all your kindness to Chapin —  
It has meant much more  
to us than he has been able



to express to you in this  
letter for the day written  
us so the American people  
are the good friends of  
God with their and his  
family! I think they were  
always remain with him  
as around his heart  
the other things of his years  
at Easter, and it was a  
great blessing to him that  
he and his were united  
to our people the year together  
as sister -  
Again let me thank you  
for giving me for so much  
trouble, and I hope  
one day soon to have



# THE BOSTON SPORT-LIGHT



DEVOTED EXCLUSIVELY TO GREATER BOSTON SPORT ACTIVITIES

9 MARLBOROUGH STREET

BOSTON 9, MASS.

Date June 1, 1945.

Mr. Jay R. Benton,  
Boston Mutual Life Insurance Co.,  
160 Congress Street,  
Boston, Massachusetts.

Dear Sir:-

This is to notify you that your subscriptions to Lt. David Benton and to Sgt. Peter Benton have expired. Will you kindly notify us if you plan to renew the subscriptions.

We trust that both servicemen have enjoyed the paper.

Very truly yours,

The Boston Sport-Light



# Coldest June 1 On Record Here; Frost Forecast

Nice March day we're having this June first, isn't it?

The mercury really outdid itself and went down to the 41 mark in Boston at 5:30 a. m. to rack up the coldest day recorded in any June.

Shakespeare should have sampled New England June weather before he penned his rave notices — he'd have to take into consideration such things as the frost predicted for Massachusetts valleys and low spots and for the cranberry bogs tonight.

And he'd also discover that the official minimum temperature in Boston for June 1 was 41 at 5:30 this

1945

Friday, June 1st 1945 X

Slept long and late. At 9 called up Room Service and ordered breakfast to be served in our room. It came up 35 minutes later and was delicious — Orange juice — filet of sole and Tartar Sauce — Buttered toast — Iced Coffee — later we packed and at 11.25 checked out — taxi to the Grand Central — left on the 12 o'clock. Both coming over and going back our seats were in the Lounge car — This trip I really read a Book started and finished it — "Earl Wilkins' "I Am Going into My 8 Bell".  
Train was on time and we reached Back Bay at 4.50. John was waiting with the Mercury, and so we rode out home. Unpacked. The girls are out so Frances made me up a snack supper — Clam Chowder. Scrambled Eggs with Ham. Buttered toast. Iced coffee. Blueberries and Cream. John took me to Harvard Square — Subway to Park Street — to the State House. Gardner Auditorium — Metropolitan Area Mass Meeting —

Spoke. So many speakers it was  
a long meeting - Had a ride home  
with Alden Brett and Belmont  
Tom officials - to bed at 11 +

# NORTHEASTERN UNIVERSITY

BOSTON, MASSACHUSETTS

Attended

1945

OFFICE OF THE PRESIDENT

360 HUNTINGTON AVENUE

May 3, 1945

Mr. Jay R. Benton, Chairman  
Greater Boston Development Committee  
80 Federal Street  
Boston, Massachusetts

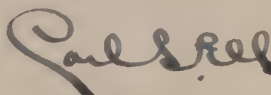
Dear Mr. Benton:-

Northeastern University is to hold a School of Business Alumni Luncheon on Saturday, June 2, 1945, at 1:00 p.m. at the Parker House, Boston. This will be a rather large and inclusive affair for many industrial and business executives of this area, in addition to Northeastern alumni.

Mr. Harvey D. Gibson, President of the Manufacturers Trust Company of New York and American Red Cross Commissioner to Great Britain, will give the principal address.

You are cordially invited to this luncheon as a guest of the University. An early reply will be appreciated.

Cordially yours,



President

CSE:BG



NORTHEASTERN UNIVERSITY  
BOSTON 15, MASSACHUSETTS

CARL S. ELL  
PRESIDENT

May 29, 1945

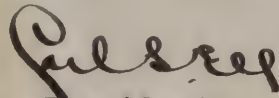
Mr. Jay R. Benton, Chairman  
Greater Boston Development Committee  
80 Federal Street  
Boston, Massachusetts

Dear Mr. Benton:

Enclosed with this letter you will find a ticket for a reserved table at the Northeastern University School of Business Alumni luncheon, which is to be held Saturday of this week, June 2, at 1:00 p.m. in the Roof Ballroom of the Parker House. I am greatly pleased that you are to be present on this occasion.

Looking forward to seeing you at that time, I am,

Cordially yours,

  
President

CSE:BG

# Northeastern University

School of Business



*Alumni Luncheon*

JUNE 2, 1945

PARKER HOUSE

## *Head Table Guests*

(READING LEFT TO RIGHT)

PROFESSOR CHESTER L. DAWES

Harvard University

WILLIAM J. D. RADCLIFF

President Massachusetts Cooperative Bank League

DEAN ALBERT E. EVERETT

School of Business

CAPTAIN NEWTON L. NICHOLS

Director of Training in the First Naval District United States Navy

HIS HONOR MAYOR JOHN E. KERRIGAN

Mayor City of Boston

JAMES L. RICHARDS

Financier and Industrialist

HARVEY D. GIBSON

President of the Manufacturers Trust Company of New York

ROBERT BRUCE

President School of Business Alumni Association

ROBERT G. DODGE

Chairman of the Northeastern University Corporation

HIS EXCELLENCY GOVERNOR MAURICE J. TOBIN

Governor of the Commonwealth of Massachusetts

DR. CARL S. ELL

President of Northeastern University

MAJOR GENERAL SHERMAN MILES

Commandant First Service Command United States Army

IRA MOSHER

President National Association of Manufacturers

ROE S. CLARK

President Associated Industries of Massachusetts

WILLIAM K. JACKSON

President of Boston Chamber of Commerce



## *Program*

★ ★ ★

### ***Toastmaster***

ROBERT BRUCE

President School of Business Alumni Association

★

### ***Greetings***

From the Commonwealth of Massachusetts

HIS EXCELLENCY GOVERNOR MAURICE J. TOBIN

★

From the City of Boston

HIS HONOR MAYOR JOHN E. KERRIGAN

★

From Northeastern University Corporation

ROBERT G. DODGE

*Chairman*

★

### ***Address***

"The Influence of the Home Front on the Battle Front"

HARVEY D. GIBSON

President of the Manufacturers Trust Company of New York City

★ ★ ★



**NORTHEASTERN ALUMNI DINNER GUESTS**—Among dignitaries attending the annual meeting of the Evening School of Business Administration yesterday at the Parker House were Mayor John E. Kerrigan (left), James L. Richards, financier (center), and Harvey D. Gibson, president of Manufacturers Trust Company of New York.

## Northeastern Alumni Hear Harvey Gibson on Red Cross Service

"We have an abundance of evidence that our work has been satisfactory up to now, and we shall carry on with a large force of Red Cross workers as the Army of Occupation moves in to conquered territory," declared Harvey D. Gibson, recently returned American Red Cross commissioner to England and western Europe, before 250 alumni of Northeastern University School of Business in the roof ballroom of the Parker House yesterday.

Gibson, a native of New Hampshire and trustee of Northeastern University, Fryeburg Academy, and Bowdoin College in Maine, is president of the Manufacturers Trust Company, New York. His subject was "The Influence of the Home Front on the Battle Front." He served the Red Cross in almost identical jobs in World Wars I and II.

"Every Army of our Allies regards the influence of the home front on the battle front as a very great one," Gibson continued.

"The United States has looked to the Red Cross to uplift the morale of the men in the armed forces. We transmitted, on an average, 3000 messages a day to the homes of men in the armed forces," he said. These messages, he added, concerned personal problems, and helped the morale of the men in the field.



Saturday, June 2nd 1945 X  
Slept late still very cool. Jane  
brought up my breakfast at 8:30  
Orange juice - wheat germ - fried  
eggs - grilled ham. Toast - hot coffee -  
Up and at 10 walked up to Cushing  
Square. Left blue serge suit at Tailors to be  
pressed. At Winters bought a shopping basket  
and a nail brush - to Batis's procured  
donuts and left. Film for additional  
prints - Globetrot - 2 Citizens - Bag of Gum Drops -  
Rubbing Alcohol - Record, to Minro's - a dozen  
Bullie Rolls - a dozen Butter rolls - a loaf of Eye  
Bread. Back to the house. Freshened up. Shaved.  
Took the car all the way in town. Attended  
the luncheon of North Eastern University -  
Sat with Larry Bither & Roy Williams. Over at  
3:30 - Car all the way home. Rested -  
Freshened up again. Down to the Hotel  
Commander to apartment of Frank (Grand)  
Harlow - then down stairs as his dinner  
guests. Frances & Jay, John, Mary & Tim -  
Helen Thurston - Thelma Harlow -  
Nan Norton. Delicious Tenderloin Steak.



John drove Frances & me home  
at ten. as Nicholas called  
from Fort Meade, Maryland -  
that they had been put on the  
alert and he was leaving there -



# Hotel Commander

CAMBRIDGE, MASS.



Fresh Shrimp Cocktail 40

## Dinner

Cream of Ripe Tomato aux Croutons—Cup 20 Bowl 30  
Consomme, Julienne—Cup 20 Bowl 30  
Chicken Broth with Noodles—Cup 20 Bowl 30

A Pot of Home Baked Beans and Grilled Frankforts  
Brown Bread 80 Relish

Included in the Complete Dinner is a Choice of Juice or  
Grapefruit, Cup of Soup, Entree, Two Vegetables, Choice of  
Dessert, Rolls, Cup of Tea or Coffee or Milk  
Iced Tea or Coffee 10c extra

### COMPLETE DINNER

	ENTREE ONLY
1.50 Cold Fresh Eastern Salmon Plate, Mayonnaise .....	1.10
1.50 Grilled Fresh Shad Roe on Toast, Rasher of Bacon .....	1.10
1.30 Fried Filet of Haddock, Tartar Sauce, Cole Slaw .....	90
2.00 Broiled Live Maine Lobster, Butter Sauce .....	1.50
1.30 Creamed Chipped Beef Omelette .....	90
1.50 Grilled Tenderloin Cutlets, Calabrese Sauce .....	1.10
1.75 Roast Stuffed Lamb, Brown Gravy .....	1.35
1.50 Creamed Chicken a la King en Casserole .....	1.10
1.35 Fresh Fruit Salad Plate with Cottage Cheese .....	95
1.50 Assorted Cold Meat, Sliced Chicken, Garni .....	1.10

The Entree includes Rolls and Selection of Two Vegetables

### VEGETABLES

Whipped Potatoes  
Carrots Vichy

Hollandaise Potato

Croquette Potato  
New Spinach

Doctor Salad

### DESSERTS

Shredded Wheat and Prune Pudding 20 Fudge Cake 20  
Junior Chocolate Cake a la Mode 20 Baked Apple 20  
Jello, Whipped Cream 20 Napoleon Slice 20  
Apple Pie 20 Squash Pie 20  
Sliced Peaches with Whipped Cream 20  
Choice of Ice Cream or Sherbet 20

Coffee or Tea unless served with Food—Cup or Pot 25, with Food, Cup 15  
(Extra Cup of Coffee 10c)

Bottle of Milk 15

PLEASE DO NOT ASK FOR SUBSTITUTIONS

Massachusetts Old Age Tax 5% on Checks of \$1.00 or Over

All prices listed are our ceiling prices unless otherwise indicated, in which case they are below ceiling prices. By O.P.A. regulation, our ceilings are our highest prices from April 4 to April 10, 1943. Records of these prices are available for your inspection.

Saturday, June 2, 1945







U.S. MARINE CORPS

June 3, 1945

Dear Mom and Dad,

I think I'll be able to come home pretty soon. I'll be able to come home around August tenth for a little over two weeks. I'll be able to get twenty-five days. I think you'll be in Vermont so I'll be able come up for a little while. I want to see that place so much after two years away from home. I haven't done much for the war but I want to come anyway.

We played our second soft-ball game under lights and it was close all the way. In the last inning we started our four run rally and won out 13-10. We have won two straight but

there are a lot of good teams  
~~are~~ in the league so we  
might lose this week. I don't  
like it half as well as base-  
ball and not under lights at  
all.

I saw my letter  
in the "Scoop" and it gave  
me a lot of fun. It must  
be the talk of the neighbor-  
hood these days.

Remember Louis  
Pearlstein at C & N? He was  
our pitcher on that great  
team, Dad. He is an Engage  
now in the same type of  
work Herb Mayo is doing.  
It's demolition and under-  
water work. Herb was at Okin-  
awa. My old pal John Mac-  
mill is with the 6<sup>th</sup> Marines  
at Okinawa. Whizzer is the  
Mulehead slande but I can't find  
that place on any map. Do you  
have any pepper, Mom? I'll  
get you some if you need it.

Love,

Peter









FRITZ BACON  
AND SOME  
OF HIS  
FAMILY  
DROP IN.

SUNDAY NOON - JUNE 3-1945



# As Marines Landed North of Okinawa



A Coast Guard-manned LST brings Marines ashore on Iheya Shima, tiny island northwest of Okinawa. The American landing was made June 3.

Coast Guard Photo



# Cold, Rain Due For Hub Today

With resignation to that strange phenomenon, known as New England climate, the weatherman yesterday predicted that today would be cool, rainy and cloudy — with the mercury possibly rising to 63, which will make the June day as warm as a day last Feb.

Unseasonable weather also struck most of the rest of the nation yesterday with six inches of snow falling in Minnesota, Wisconsin and upper Michigan.

A cold wave from Canada plunged the mercury downward in most of the middle west and hailstorms and gales of wind caused damage to crops already nipped by late frosts.

Normal seasonable temperatures prevailed in most of the west coast states while the southeast sweltered in temperatures above 90.

Sunday, June 3rd 1945 X

Been raining hard most of the night and still at it this morning + Slept late to 7.30 - at 8.30 Jane

brought up my breakfast -

Orange juice - Wheat germ -

Dropped Egg on Fish Cake - Half a Bultie

roll - Iced Coffee - Read the Sunday paper

Got up at 11.15 over to 11 Oak Avenue to call

on Mother - Back to the house at 1. There

were Fritz Bacon and a lot of his

family including three youngsters who

ran wild. They went along at 2.

Dinner. Roast Leg of Lamb - Rested

the remainder of the day. Frances made me

a snack supper. Mary, Tim, and John

went down to Cambridge and back at

midnight making Hulla Balos.

Monday, June 4<sup>th</sup> 1945 X  
Cool again today. Orange juice - wheat germ -  
Fried Eggs & Bacon - half a Bulkie Roll -  
Hot Coffee. Suit case. To the Square with Frances  
Sulway - office. desk piled high with  
accumulated mail. Out at 12.30 with Everett  
Lane - to Remson's for a Birthday card for  
May Teary - to Steuben's - Omelette. Tomato  
Salad - Sliced tomato. Roll. Cottage cheese -  
Hot Coffee. Beach. To Tremont St. to watch  
the Annual Parade of the Ancient and  
Honorable Artillery Co. Father was its Captain  
33 years ago. to Riggatti's for Medicine - to C.B.B.  
Bates & Yerxa for flowers for the home office -  
to the Liquor Mart for a Birthday Present for  
Everett Lane. Back to the office - at 2.30  
over to Greater Boston Headquarters - Conference  
on next Thursday's Port Bill Hearing.  
Guests were Alden Brett Harris Hunt - Tom  
Pallas, Andrew Lane, Rick Peterson, Frank  
Garnickack, John DelMonte.  
Back to the office at 3.45 - work to 4.45 -  
Then with Moody and Hausfield  
to Allston then home. Mary & Tim  
entertained Helen Menzies and then





CLARENCE A. BARNES  
ATTORNEY GENERAL

THE COMMONWEALTH OF MASSACHUSETTS  
DEPARTMENT OF THE ATTORNEY GENERAL  
STATE HOUSE, BOSTON

June 4, 1945.

Hon. Jay R. Benton,  
160 Congress Street,  
Boston, Massachusetts

Dear Jay:

I am unloading on you two pennies of  
1909 vintage with initials on the back of  
each. Am doing this as a matter of self  
protection because of coercion of the children  
at home.

If these pennies cannot find a ready and  
willing customer, return them to me and I will  
give them back to the children. Your letter  
will be protection.

Best regards.

Sincerely,

*Clare Barnes*

Enclosures  
CAB/D



**This is a printer's proof of your listing as it  
will appear in the coming edition of the  
PUBLIC RELATIONS DIRECTORY and YEARBOOK.**

*(There is no charge for this listing.)*

BOSTON MUTUAL LIFE INSURANCE COMPANY, 160 Congress St., Boston, Mass. Telephone, Lib. 1563. Jay R. Benton, *Director of Public Relations.*

June 5, 1945

Hon. Clarence A. Barnes  
Attorney General  
State House  
Boston, Massachusetts

Dear Clare:

Thanks a lot for submitting the two pennies of 1909 with the initials "V D B". I have three copies of this issue -- fairly rare -- so am returning them to you. I suggest you come down to the Knockers Club some Tuesday. We start to eat at 12:45. You will find several "Lincoln Penny" enthusiasts there -- in fact the interest is growing with leaps and bounds, especially among our children. I calculate you can find takers for your coins.

Cordially yours,

*Jay R. Benton*

JRB:BCC



**GOVERNOR JOINS IN CEREMONIES**—Gov. Tobin leaves State House, flanked by aides, to participate in commissioning exercises for new officers of the Ancient and Honorable Artillery Company on its 307th anniversary here today.

*Monday June 4, 1945*





## **Traditional**

Members of the Ancient and Honorable Artillery Company which staged its 307th annual June Day celebration here yesterday, cast their votes in traditional drumhead election of new officers on Boston Common. World War II vets marched with the "Ancients" in colorful parade to State House.



# Boston University Law School Association



There will be a meeting of the Executive Committee, at the  
Law School 11 Ashburton Place, Boston, Mass.

On Monday June 4 at 4:30

Important business will be transacted, especially \_\_\_\_\_

\_\_\_\_\_  
EDWARD M. DANGEL  
Sec. - Treas.

# NOTICE OF CHANGE OF ADDRESS

(Sufficient cards will be distributed to each soldier when his mail address is changed to permit him to send one to each of his regular correspondents and publishers.)

Date JUN 4 1945, 194

This is to advise you that my correct address now is—

Pvt. Nicholas Pantrow 31439300  
(Grade) (Name) (Army Serial No.)

INFANTRY CO. H 2ND. PLAT  
(Company or comparable unit) (Regiment or comparable unit)  
APO No. 21091 % Postmaster SAN FRANCISCO, CALIF  
(Strike out if not applicable) (Name of post office)

Signature Nicholas Pantrow

NOTE.—Newspapers and magazines may need your old address for correct processing.

My old address was CO. A. 4th BN. 1st REGT.,  
AGF REPL. DEPOT No. 1,  
FT. GEO. G. MEADE MD.

W. D., A. G. O. Form No. 204\* (1 November 1943)  
\*This form supersedes W. D., A. G. O. Form No. 204, 8 April 1943, which may be used until existing stocks are exhausted.

c16-33987-3 GPO

They were of to Gusties for dinner -  
John and I put out the paper barrels -  
Dinner - Cold sliced Roast Lamb -  
Shagheti with cheese - <sup>Fried Egg Plant</sup> milk - Banana  
shortcake - Then to bed for a  
good long sleep.



Yes, we know this is upside down and maybe you think we've gone hoops. Well, we have, and if you haven't you're not in New England these dreary January-in-June days.

Lookit the ways things are—by the calendar June's supposed to be bustin' out all over for five days now and all we've seen is clouds, rain, rain, clouds, and by way of variety, occasional showers.

Ray Hayes, a former resident of this town suffered a severe heart attack last Friday and is critically ill at his home in Groveton, N. H.

Tuesday, June 5<sup>th</sup> 1945

By gee, it is raining again this morning! for breakfast—orange juice—wheat germ—poached egg on fish cake—toast—iced coffee—rubbers & umbrella—to the square with Frances. Sulway—office—busy—out at 12.15 to Woolworth's & Gault's looking for knives, forks, etc to replace those lost from the picnic kit. To the Parker House—Knockers Club—Tom White, Eben Draper, Joe Coton, Jarvis Hunt. Had fried filet of Haddock—Tartar Sauce. Sliced Tomatoes—Iced Coffee—Orange—Back to the office—more work. Conf. on Ordinary Production—Left at 4.45 with Moody & Mansfield—to Allston—still detouring to m up Commonwealth Ave. Home. Little living room—Mary & Jim were fixing up their apartment today. Dinner. Vegetable Soup—Broiled Mackarel—Potato Au Beurre Milk-Cream Apple Cake. To Bed early—



## FIRST ANNIVERSARY

The difference between D-Day and D-Day plus 365 is vast. A year ago the Allied world trembled at the flash that the attempt to invade Hitler's European fortress had actually begun.

## What Is So Rare As the Sun in June?

Wednesday, June 6/1945

The sun (remember?) shone in Boston today! That is, it did and then it didn't, or is that confusing? The way things happen weatherwise lately you can't be

What the regular time - and down for breakfast - orange juice - oatmeal - fried school-toast - iced coffee. To the Square with Frances, Mary and Tim were moving down to Cambridge today so we detoured to see the location of their apartment which is in Bowdoin Court at 41 Bowdoin St. Subway and to the office - work - at 11 over to the State Street vaults to meet Walter Bright and clipped Coupons for the Waverley Cooperative Bank - waited outside for Chester Snow and Everett Lane to come along in the car and a pleasant ride out into the country to the Town of Boxford to look over a country place being renovated - and maybe a mortgage for the company. Back to town through intermittent showers and at 2 to the Union Oyster House on Canal St. Souffle du jour - Fried Clams - Tartar Sauce - Cole Slaw - Spaghetti - Roll -

blamed for getting mixed up, what with your woolies still clustered snugly around your shivering torso and here it is June 6.

Anyway, here are a few timings to show your grandchildren years from now when the sun will probably shine in June:

Sun Out	Sun In
9:11 a. m.	9:13 a. m.
9:26 a. m.	9:27 a. m.
10:24 a. m.	10:25 a. m.

At 2 p. m. sharp a miniature cloudburst swept downtown streets. However, at 2:09 the sun was shining.

### What's the Use?

#### Sun, Clouds, Rain Fool Weather Man

The rain crossed up the Weather Bureau after all this noon. Just as the official bulletin went out: "Partly cloudy tonight and Thursday," something hit the window with a gentle spat - and it was raining! However, the sun did come out at times this morning, and it didn't rain for several hours, almost giving time to get an umbrella dried out.

This was the coldest June 6 morning in the history of the local Weather Bureau. It was 45 degrees Fahrenheit at dawn, nose-diving one point lower on the thermometer than the previous low record, June 6, 1895, just 50 years ago.

June 6 holds another record, however, in the log book. Twenty years ago, June 6, 1925, the little red line stood at 100 degrees Fahrenheit, tops in June heat for history.

The high pressure area that has been pushing down from Hudson's Bay, to give Bostonians the shivers for a week, is just about discouraged. Today will see the end of it, and the end of rains and intermittent showers.

Tomorrow - Thursday, the big day for Boston's welcome to Gen George S. Patton Jr. is going to be rainless. It might even have occasional snatches of real sunshine, and the temperature will be up in the 60's. Still top-coat weather, but not so raw and blustery as earlier this week.

Hot coffee - orange - To the office -  
real estate - work to 4.45 - then  
with Moody & Mansfield - the detour  
again - to Allston then home -  
in the living room. Just Frances, John,  
and I for dinner - Split Pea and Hambone  
Soup. Ham & Lamb Croquettes - Creole Sauce  
Rice - Creamed Celery - Tomato Salad  
with chives & native lettuce - Raisins -  
Baked Apple. To bed early.



PM, WEDNESDAY, JUNE 6, 1945

# One Year Ago... The Stroke That Doomed Germany



On June 6, 1944, the Yanks poured ashore from landing barges onto the coast of Normandy, to buy with blood a crushing victory over the Nazis.





(AP Photo from Yank Magazine)

**ONE YEAR LATER**—One year after American troops landed on Omaha Beach in Normandy, France, French children play hop-scotch against a background of scuttled ships, a forceful reminder of the invasion of the continent on June 6, 1944.

# Boston Mutual Life Insurance Company

HOME OFFICE  
160 CONGRESS STREET  
BOSTON, MASS.

DISTRICT OFFICE  
J. A. SMITH, SUPT.  
83 STATE STREET  
SPRINGFIELD 3, MASS.

June 2, 1945,

Mr. Jay R. Benton,  
President,  
Boston, Mass.

Dear Sir:

The Agency Staffs of the Springfield and Holyoke Districts cordially invite you to attend the Annual Outing to be held at Turner Park, Longmeadow, Mass., on Thursday June 7th.

Hoping that we may have the pleasure of having you with us, we remain.

Very truly yours,

*Michael A. Ingline*

Acting Superintendent

MM/M





June 4, 1945

Mr. Michael A. Migliore  
Acting Superintendent  
Boston Mutual Life Ins. Co.  
83 State Street  
Springfield 3, Mass.

Dear Mr. Migliore:

Thanks very much for your kind invitation to your outing next Thursday and I wish I could be there, but I have to appear before the Ways and Means Committee at the State House at that time.

Sincerely yours,

*Jay P. Benton*

JRB:BCC





May 29, 1945

The House Committee on Ways and Means will give a hearing on Thursday, June 7, Room 245, State House, at 2 P.M., on the following:

House 684 changed, Bill abolishing the Boston Port Authority, and establishing A Port of Boston Authority and defining its powers and duties.

*W. W. W. W.*

For the Committee

May 14, 1902

The House Committee on Ways and Means will also  
be reported on Thursday, June 7, 1902, House Report,  
No. 17, on the following:

House Bill No. 10,000, will amend the several laws  
relating to the several and other.

W. H. H. H.

For the Committee

May 31, 1945

The following hearings by the House Committee on Ways and Means at " P. M. on Thursday, June 7, in Room 245, State House, have now been assigned for the same date at 10.30 A. M.

House 684, changed - Bill abolishing the Boston Port Authority and establishing a Port of Boston Authority and defining its powers and duties

House 1959 - Bill providing for the zoning for maritime use of certain territory in the city of Boston bordering on Boston Harbor

*W. W. W. W.*

For the Committee



# Inadequate Piers May Cost City Port Business

A black economic picture for a Port of Boston without adequate pier facilities was painted yesterday by transportation company experts and business officials at a hearing before the House Ways and Means Committee.

Supporting a bill for a \$15,000,000 state bond issue for development under a new Port of Boston Authority, speakers described the existing piers as obsolete and inadequate, and several industrial spokesmen warned of heavy loss of business unless the situation was remedied.

Pres. Roscoe Pryor of the American Stevedore Company told the committee that only Commonwealth Pier and the Army Base were large enough to unload present-day ships profitably.

Only the Army Base is large enough to accommodate ships of his line, Percy Eaton of the American President Lines declared, adding that his company was willing to come into Boston if it were physically possible.

Threatened loss of the city's wool business was mentioned by Harold Bishop of the Boston Wool Trade Association, while W. E. Malone of the Lever Brothers plant in Cambridge spoke of being forced to the West Coast unless port facilities are expanded. Others spoke in a similar vein.

Saying the New Haven Railroad was vitally interested in the port, Edward J. Moore stated the railroad had established a foreign trade department which would encourage midwest shippers and the rest of the country to route shipments through Boston.

Port development, according to Jay R. Benton, chairman of the Greater Boston Development Committee, is "a race against time," adding that "other ports are already on the job."

Also before the Ways and Means Committee are recommendations from two other Legislative committees for pier construction, and purchase of existing docks, totaling \$42,000,000.





**Boston Pays Homage**—A million Bostonians line the downtown streets for their first glimpse of the fighting hero. The cavalcade swings up Tremont st., where pretty girls toss flowers into his car and servicemen join in the tremendous "welcome home" celebration. (INP by Bruce McLean)

Thursday, June 7-1945





DENSE BOSTON THRONG—Sample of Boston streets as Gen Patton passed. Here he is at corner of Tremont and Park sts.

*Here I saw the Cavalcade.*  
*—H—*

BELMONT PUBLIC LIBRARY

Monthly Meeting of Trustees

Thursday, June 7, at 5 P.M. at the Library

Lucy D. Luard

Secretary

*Missed The Trustees Meeting for the first time*





*Harvard Square Welcomes General Patton*



# Patton Talk Needed Now

## General's Pep-Up Words To Troops Inspirational

By BILL CUNNINGHAM

It has long been whispered by the men who heard it that General Patton's address to his troops, as he took command in Britain before the invasion, was the greatest, toughest, possibly most profane, but likewise possibly the most inspiring fight talk ever delivered. —Top-secret at the time, his veterans still speak of it in a sort of hush.

I have finally managed to lay hands on a copy, and one reflection is that, granting some of it's too rugged for general application, all America could use most of it right now. The General, at least was one man WHO WASN'T AFRAID.

These words were spoken to his soldiers. They weren't spoken for print. They aren't offered here as any example of great literature, nor magnificent rhetoric. I'm going to be put to some pains in the matter of finding polite synonyms, too, but, making full allowances for the scene, the times, the fact that our most spectacular warrior was talking to his hard-bitten GIs, partly in the unhallowed vocabulary they developed and understood, listen to the General, the parentheses and "blanks" being mine:

### Playing to Win Is American Way

"Men, this stuff we hear about Americans wanting to stay out of this war, not wanting to fight, is a lot of bunk; Americans love to fight—traditionally. All real Americans love the sting and clash of battle. When you were kids, you all admired the champion marble player, the fastest runner, the big league ball players, the toughest boxers. Americans love a winner, and will not tolerate a loser. Americans despise cowards. Americans play to win—all the time. I wouldn't give a hoot in hell for a man who lost and laughed. That's why Americans have never lost, nor will ever lose, a war. The very thought of losing is hateful to an American.

### Reason for Discipline

"You are not all going to die. Only 2 per cent. of you here, in a major battle, would die. Death must not be feared. Every man is frightened at first in battle. If he says he isn't, he's a blankety-blank liar. Some men are cowards, yes, but they fight just the same, or get the hell ashamed out of them watching men who do fight and who are just as scared.

"Some get over their fright in a few minutes under fire. Some take hours. For some, it takes days. But the real man never lets his fear overpower his honor, his sense of duty to his country, and his innate manhood. All through your careers you have been bitching against what you call (GI-ese for "drilling" and "discipline"). That's been all for a purpose. Drilling and discipline must be maintained in an army, if for only one reason: INSTANT OBEDIENCE TO ORDERS AND CONSTANT ALERTNESS.

"I don't give a damn for a man who is not always on his toes. You're veterans or you wouldn't be here. You're ready. To keep breathing, you've got to keep alert. If you aren't some German (illegitimate) will sneak up behind you and beat you to death with (five words that are beyond my powers of laundering). There are 400 neatly marked graves somewhere in Sicily, all because one man went to sleep on his job. But they are German graves, and only because we caught the (illegitimates) asleep.

"An army is a team. It lives, sleeps, eats, fights as a team. This individual, heroic stuff is a lot of blank. The bilious (illegitimates) who wrote that kind of

stuff for the (name of a famous magazine) doesn't know any more about real battle than he does about (unprintable smile). We have the finest food, the finest equipment, the best spirit, the best men in the world. I actually pity those (illegitimates) we're going up against. By God, I do.

### Little Jobs Vital

"My men don't surrender. I don't want to hear of a soldier under my command being captured unless he is hit. Even if you are hit, you can still fight. That's not just blank, either. The kind of men I want are like a Lieutenant in Libya.

"He had a Luger against his chest, but he jerked off his helmet, swept the gun aside with his other hand, and busted hell out of the Boche with his helmet. Then he jumped on the gun and went out and killed another German. By this time, he had a bullet through his lung, but he kept going. That's a man, for you.

"All the real heroes are not storybook combat fighters. Every man in the army plays his vital part. Every little job is essential to the whole scheme. What if every truck driver suddenly decided that he didn't like the whine of those shells, turned yellow and jumped into the nearest ditch? He could say to himself, 'They won't miss me—just one guy in thousands.' What if every man said that? Where in hell would we be now?

"But, thank God, Americans don't say that. Every man does his job. Every one serves the

whole. Every department, every unit is important—the ordnance to supply the guns, the quartermaster to bring up the food and the clothes, because where we're going there isn't a hell of a lot to steal. Every damn last man in the mess hall, even the one who boils the water to keep us from getting diarrhea, has a job to do.

"Even the Chaplain is important, for if we get killed and he's not there to bury us, we'll all go to hell. Each man must think not only of himself, but of his buddy fighting beside him. We don't want any yellow cowards in this army. If there are any cowards they ought to get killed. If not, they'll go back home and breed more cowards. (The next few lines are unwashable, but the gist of them is: let the cowards die, the brave win through, return home then and sire their kind in order that future Americans may be strong men and brave women, our country truly "the land of the free and the home of the brave.")

"One of the bravest men I saw in the African campaign was up on top of a telegraph pole in the midst of furious fire while we were plowing toward Tunis. I stopped and asked him what the hell he was doing up there at a time like that.

"He said, 'Fixing this wire, sir.' I asked him if it wasn't a little unhealthy up there right then, and he said, 'Yes, sir, but this blankety-blank wire's got to be fixed.'

"There was a soldier. There was a man who devoted his all to his duty no matter how insignificant his duty may have seemed at the time, and no matter how great the odds seemed against him. You should have seen those trucks on the road to Gabes. The drivers were magnificent. All the day, they crawled along those (illegitimate) roads, never stopping, never deviating from their course, shells bursting all around them. We got through on good old American guts. Many of those men drove over 40 consecutive hours.

## *Japanese in Turn*

"Don't forget that you don't know that I'm here. No word of the fact is to be mentioned in any letters. The world is not supposed to know what the hell they did with me. I'm not supposed to be commanding this Army. I'm not even supposed to be in England. Let the first illegitimates) to find out be the blankety-blank Germans. When the time comes, I want them to rise up on their hind legs and howl, 'Blank-blank, it's that blank-blank Third Army and that (illegitimate) Patton again!'

"We want to get the hell over there. We want to get over there and clean the blankety-blank thing up. And then we'll have to take a little jaunt against the (unrenderable) Japanese and clean their nest out, too, before the Marines get all the credit.

"Sure, we all want to go home. We want this thing over with, but you can't win a war lying down. The quickest way to get it over with is to go get the (illegitimates). The quicker they are whipped, the quicker we go home. The shortest way home is through Berlin. When a soldier is in a foxhole, the Boche will get him if he stays there and will probably get him first. The hell with taking it. The thing to do is give it to them first. There's no such thing as a foxhole war any more. Foxholes only slow up an offensive. Keep moving. We'll win the war, but we'll win it only by fighting and showing our guts.

"There's one great thing you men will be able to say when you go home. You may all thank God for it. Thank God that, at least, 30 years from now when you're sitting around the fire-side with your grandson on your knee, and he asks you what you did in the great World War II, you won't have to say, 'I . . . (a reference to one feature of agriculture in the State of Louisiana).'"







**GENERAL GEORGE S. PATTON JR.**





June 7, 1945

Dearest Mom and Dad B.,

Everything is just perfect down here. It's so wonderful for Leslie and me to be with Dave again, and our house is lovely. Really I'm still overwhelmed about it! It's very nicely furnished and the grounds are beautiful - coconut palms, hibiscus and all sorts of tropical plants and flowers. Dave takes fine ~~of~~ care of it all.

We've been swimming every afternoon. Leslie goes with us in her carriage — we park her in a little pine grove right on the edge of the beach — it's well shaded there and she delights in watching the leaves.

It's  $87^{\circ}$  today but a swell breeze from the ocean. The nights and mornings are cool.

I hope to get some film soon — so anxious for you to see our place, car, and pictures of "her", of course.

Much love from us.  
Pearl.







Captain and Mrs. Winthrop S. Jameson have taken an apartment at 41 Bowdoin street, Cambridge. Captain Jameson, of the 6th Armored Unit in General Patton's Division, was wounded in Germany on April 3 and is now on sick leave from Lovell General Hospital at Camp Devens.

Captain and Mrs. Winthrop S. Jameson have taken an apartment at 41 Bowdoin st., Cambridge. Capt. Jameson of the 6th Armored Unit in General Patton's Division, was wounded in Germany on April 3rd and is now on sick leave from Lovell General Hospital at Camp Devens.

Thursday, June 7th 1945

Nicholas' A.P.O. number arrived

Today. Up at the regular time - orange juice - wheat germ - Poached eggs on toast -

Iced Coffee. To the Square with Frances -

Sulway - office - at 10.30 to the State

House with Everett Lane. Attended the

hearing before Ways + Means on the

Port Authority Bill. Adjourned at 12.30 to the

Parker House. With Jarvis Hunt, Andy Lane, +

Nicholas Peterson for lunch. Broiled Schnod,

Roll - Cottage cheese. Iced Coffee. Back to the

State House at 2. Continued the hearing.

Spoke over at 4.30. Out to Park Street.

Crowds gathering for the arrival of General

Patton. Stood in the cab. A long wait

The cavalcade finally came along at

6.10. Great excitement. Then cars all

the way home. Girls out. Frances cooking.

Paul Curtis + Sauerkraut. Rye bread +

Camembert Cheese - Milk - Baked apple -

To Bed as usual +



# Little Hope for Clear Sunshine for Three or Four Days

The Boston Weather Bureau today held out no hope for clear, sunshiny days for at least three or four days to come.

The sunshine which greeted the Greater Boston area this morning was deceptive as it was followed by showers in the afternoon and further

showers were predicted until around sunset tonight.

Although there was no definite forecast of showers tomorrow, it was predicted that the skies would be cloudy and the bad news came that there was a distinct likelihood that there would be showers on Sunday.

The Weather Bureau forecasters said that the unseasonable rainy spell is caused by heat at low levels meeting with the cool air in the higher levels creating unstable conditions.

Fri day, June 8<sup>th</sup> 1945  
Downtown at 8.30 for breakfast -  
Orange juice - oatmeal - Scrambled  
eggs with Tomatoes - Toast - Iced Coffee -  
Had John drive me down to Waverley  
Square. to Edgar's the florist. Was  
going to get 4 dozen geraniums for  
the flower boxes. But they quoted me  
a price of \$1.00 apiece - To Baker's to  
get the photo prints. To the House -  
Then with Frances to the Square. Subway -  
Office - Hard at it - Out to lunch at 12.30  
with Everett Lane. Got caught in the rain -  
To the Hotel Avery. Lobster Stew - Broiled  
Mushrooms on Toast - Iced Coffee. Grape  
Fruit. to Demisson's - a Birthday Card  
for Mae Hayes, illness cards for Ray  
Hayes and Clarence Marshall. To  
Breck's for more seedlings -  
Red Verbena - Zinnias - Snake dragons -  
To the office - Mae Work. Left at 4.45  
with Moody & Mansfield - the detour -  
Allston - Griffins. Home. Front Park.  
Mary & Jim up. They took Carly into the Angell -  
Dinner. Peasoup. Roast Ham & Creamed Potatoes. Sliced  
pancakes - milk - to bed.







TO TREELAND

FOR GERANIUMS.

SATURDAY, JUNE 9, 1945



Nicholas TELEPHONES  
FROM VANCOUVER!!!

Saturday, June 9<sup>th</sup> 1945

Nicholas telephoned from Vancouver, British Columbia at one fifteen tonight. He was in fine spirits and said his trip across country was interesting and enjoyable. He would have graduated from Exeter today.

From Peter today, came two cards for Father's Day. In one he said he may be able to come home soon on furlough probably starting on June 30<sup>th</sup> and hopes to be home on his 20<sup>th</sup> Birthday, July 4<sup>th</sup>.

I was up at 9, after breakfast upstairs — Orange juice, wheat germ, Fillet of Sole Broiled. Toasted Coffee. With John in the car. a stop at Curtis' Drug Store for 3 "Citizens" — to Roger Kent's in the Lampoon Building — selected a new pint — a lightest Brown Shepherd Blend mixture. To Heelands on Memorial Drive — Bought 40 Salmon Colored Geraniums — a Box of multicolored Petunias — Back to the house. With Frances + John. Down to Cambridge — to 41 Bowdoin St. — to look at Mary + Jim's Apartment. Frances + I to Sears Roebuck — bought 2 Crimson ramblers.



To John Pino's Barber Shop - Belmont  
Centre. We both had hair cuts - France  
was through first - so went along to  
Cushing Square to do her usual  
large Saturday morning shopping.  
After I had a shampoo - out and  
waited for a taxi and so back to  
the house - Lunch on the porch -  
good sandwiches - Rested. Tour. Gracie,  
the Gardener, was supposed to come  
at 2 to plant - but was late -  
Rested for a while - in the middle  
of the afternoon, who should drop  
in to call but Ted. Wood, my sister  
Dorothy's husband. With him came  
Hannah, Eleanor & Joe. Mary  
and Jim were out for lunch -  
At 5 came the gardener and busy  
planting the flower boxes, etc.  
At 6 into the Big Living Room. Our  
Annual Pool on the Kentucky  
Derby. Listened to the Radio  
Broadcast. Dinner +

# List of Boston's Trust Funds Is Long and Picturesque

By Laura Haddock

Staff Writer of The Christian Science Monitor

Dame Boston, since she was a girl, has had poured into her ample lap trust funds for almost every purpose under the sun, from rewards to polite children, to the purchase of American flags and the ringing of bells on June 17th.

The total of all trust funds stands today at \$71,684,952.86.

Behind the austere and streamlined report just issued by the Mayor's office, is many a story of human interest.

A few years ago, for instance, seven or eight families of Koreans living in Boston had a party at which they collected \$75 for War Bonds. Next day they came to City Hall with the \$75 in hand, only to discover that since it wasn't possible for them to decide whose name the bond should be in, they couldn't buy a bond. So they gave the money as a fund to the City, calling it the "Bombing of Japan Fund." The money is to be given to the first American to bomb Japan.

Someone, sometime is going to have to start action to make payment, and speculation at the Hall currently is that they'll have to let Jimmie Doolittle name the recipient. The fund has grown to \$78.62, with accumulated interest, but officials say it will probably cost more than that to arrange for paying it out.

## Prizes for Children

Roxbury children who mind their manners can benefit from the Samuel G. Davis School Fund to the extent of \$5 a head, at least. This fund was left in 1933 for the School Committee to give "cash prizes in the Roxbury District only, of \$5 and multiples of \$5 each, to two girls and two boys or to four scholars if a school is for one sex, in each class of every high school and grammar school for kind good manners, without considering the clothing worn." The fund now has a capital value of \$94,129.43, and the income from it totaled \$3,443 last year.

The list is long. There is a fund to provide band concerts in Charlestown, another to save the oldest and largest trees on Boston Common "from the woodman's ax," one to buy gold medals for firemen, another to buy United States flags for Charlestown, and still another to buy coal for deserving widows of East Boston.

## Patriotic Tinge

One of the oldest bequests is that of Jacob Foss of Charlestown. In 1886 Mr. Foss presented \$2,000 to the City for "celebrating the anniversary of the Battle of Bunker Hill, for either or all of the following purposes, viz: Ringing the bells, music, or decorating the streets." The money, now invested in bonds of the City of Boston, is called the Foss Seventeenth of June Fund.

Sometime between the years 2020 and 2025 a memorial "to commemorate the lives and deeds

of the founders of New England" will be erected in Boston as the result of a bequest from James Phinney Baxter of Portland, Maine. Originally a fund of \$50,000, it has been accumulating interest at the rate of more than \$3,000 a year. By 2020, when the accumulation officially ceases and action begins, the fund should be up to about \$300,000.

## Prospects for Library

Awaiting only the end of the war and the restrictions on building is a fund of more than \$2,000,000 left by Josiah H. Benton for the construction of a new public library building or the improvement of the present one. Mr. Benton, a railroad lawyer and at one time attorney general for the Commonwealth, was also a collector of books. He gave to the Boston Public Library, while he was president of its board of trustees, his collection of Books of Common Prayer which was said to have been unequalled.

Already the library trustees have acquired options on land on Blagden Street, and it is generally conceded that the \$2,000,000 will be spent on enlarging the library building, considered one of the finest pieces of architecture in the country. By the enlargement the building will occupy much of the block in which it is located.

Since 1896, Boston children have gone on excursions down the harbor to Rainsford's Island and elsewhere, through the benevolence of George L. Randidge, who left \$50,000 for the purpose. Mr. Randidge was once City Treasurer.

## Great White Fund

At the other end of the financial scale comes the many-million-dollar George Robert White Fund which requires a special staff to administer it, from offices in City Hall, and a board of trustees headed by the Mayor. The other trustees are, by order of the White will, the President of the City Council, the City Auditor, the Presidents of the Chamber of Commerce and the Bar Association of Boston.

Mr. White made his millions as a Boston wholesaler. The George Robert White name is now synonymous with health centers throughout the city, playgrounds, and other civic good deeds.

With considerable foresight, proved by later events, Mr. White wrote in his will, "I can conceive that pressure might be brought to bear to use the income of this Fund for small and comparatively unimportant needs, which might be equally deserving and technically within the general scope of the Trust as heretofore expressed. A use of it for such purposes to any substantial extent would be contrary to my intention, which is that its income . . . should be used only for important civic improvements."









A PARTY

ON

The West Lawn.

SUNDAY NOON.

June 10, 1945



# Herald 1945 All-Scholastic Baseball Team



## All-Team Hits New Peak Afield

Six Schoolboys Errorless All Season;



By RALPH WHEELER

With three outfielders who have played errorless ball all season and four infielders who have been charged with only four errors, The Boston Herald's all-scholastic baseball team for 1945 boasts of the most amazing fielding record of any "all" team in the history of high school baseball here.

Two of the four infielders and the catcher had spotless records so that six of the eight players, exclusive of the pitchers, turned in the remarkable record of going through the entire season without making an error.

#### CATCHER WETTLAUFER

#### STRONG WITH BAT

Andy Wettlaufer of Belmont High is the catcher on The Herald team. He is built like Bill Dickey, distributing 180 pounds in a 6-foot 2-inch frame. Andy led Belmont High in batting with a mark of .420. Previous to the final game of the season he had made home runs in four successive games. He also hit four triples. His powerful throwing arm averaged two "pick-offs" a game. He is taking the college course and is the only junior on The Herald team. Also the youngest "all" player, he will 17 next October.

### ***Boston Herald 1945 All-Scholastic Team***

Andy Wettlaufer, c.....	Belmont
Joe De Biase, p.....	Medford
Everett Goodwin, p.....	Milton
George Minot, Jr., 1b...	Arlington
Dick Lawler, 2b.....	English
Augie Messuri, ss.....	Rindge
Bill Bolduc, 3b.....	Rindge
Fran Bryson, lf.....	Newton
Bob Pugatch (C), cf...	Somerville
Joe Reardon, rf.....	Boston Tech

MERCURY TO

HIT 75 TODAY

Another Fair and Warm  
Day Is Predicted

Today's weather will be an almost exact duplicate of yesterday, the weatherman said last night, with the sole exception of a slightly higher temperature.

As yesterday, today will dawn fair and warm, but clouds will begin to fill the sky toward mid-morning. The temperature will climb to about 75 degrees, which is two degrees higher than yesterday's high point. However, just as yesterday, thundershowers will appear locally during the afternoon and early evening. But the rain will only be showers and tonight will again be fair, the weatherman promised.

Sunday, June 10th 1945 X

Slept late - 7.30 the Sunday

papers - 8.30 Breakfast

of fruit - Orange juice

corn flakes - Creamed

halibut - Fried Coffee

more paper reading, X what's to do

I have and a hot tub bath —

Up to 11 Oak Avenue to call on

Mother - Back to the house at

12.30 - Quite a gathering out on

the front lawn. John, Mary, & Jim -

a new couple, & friends of theirs,

the Pows, Nan Norton, Thelma Harlow,

Pat. & Louise, Helen, James, Barbara,

Ross & Jamey - Mary & Jim - stayed

for dinner - Tolded consume.

Roast Shoulder of Ham. Creamed

Potatoes. New Cabbage. Milk. Banana

short cake. Rested all afternoon -

Frances made me a sweet supper.

Scrambled eggs with cheese & milk - Sliced

Bananas. The young folks went down

to Curtie's for supper -



Monday, June 11, 1945

Very humid and hot today. For breakfast I had - orange juice - wheat germ - fried eggs + Bacon - Toast - Iced Coffee. Suit case. To the Square with Frances - left two suits and five neckties at Lewandos to be cleaned - Subway - office - sent a lot of mail to David, Peter, and Nicholas. out to lunch at 12.30 with Everett Lane. To Munson's to get graduation Cards for Joanne Fogg and Janice Longren - to the Country Plate - Had Broiled Schrod - Green Peas - Swiss Chard - Roll - Iced Tea - Banana - to Jordan's - left film - Bought a wedding present to be sent to Preston Moses fiancee. To Cobb - Bates + Yerxa for flowers. Back to the office - Worked to 4.45 - then with Moody and Mansfield. to Allston then home. Rested on the front porch. Dinner - Fried Chicken - Pom Fritters - Rice - French Bread - Milk. etuce Salad - Watermelon Balls. John took me at 7.20 down to the W Valley Cooperative Bank to get there ahead of a thunderstorm - Heavy rain. Directors' Meeting - over at 9. Home with Billy &ville - to Bed at 9.30



# Dr. Perry, Exeter Head, to Retire



**AT PHILLIPS EXETER COMMENCEMENT**—Dr. Lewis Perry presenting diplomas to graduates at 164th Commencement exercises yesterday.

## PERRY OF EXETER

Thirty-one years ago a modest young man was made the Principal of the Phillips Exeter Academy. That was in August, 1914, a World War had just begun, and the school though venerable and of a distinguished history had a heavy deficit. The tone of its life had always been one of simplicity and high purpose. Today, with an endowment of millions and an enrollment of more than 700 boys, simplicity and high purpose are still its tone.

How was this done? Dr. Lewis Perry, whose resignation as Principal is announced to be effective not later than June, 1947, or sooner if the war ends, has that rarer form of bravery—the bravery of endurance. His external achievements in buildings and endowments are almost the least of it. He never asked Edward Harkness for those millions. Both men prized their friendship in a higher coin. It was Mr. Harkness who asked Dr. Perry, "What does secondary school education in America most need?" And Dr. Perry replied, "Smaller classes and more teachers." When the millions did come, in 1931, there was no splurging. This

## Noted Headmaster to Resign by 1947

EXETER, N. H., June 10—Dr. Lewis Perry, principal of Phillips Exeter Academy since 1914 and often called the "dean of American headmasters," announced at Commencement exercises today that he will retire not later than June, 1947. Appearing at academy Commencement were Secretary of the Navy James V. Forrestal, Dr. Karl T. Compton, president of Massachusetts Institute of Technology, and Supreme Court Justice William O. Douglas.

In his announcement Dr. Perry explained that in 1947 he will be 70, and he said he believed no one of that age should continue administering affairs of so large an institution. Dr. Perry's retirement was announced in a letter to faculty and trustees.

### \$5,000,000 Endowment Gift

Endowment of the academy, small when Dr. Perry took over its principalship, was increased considerably when he secured from his friend, Edward Harkness, an endowment of \$5,000,000, the largest single gift ever made to an American preparatory school.

son of a distinguished professor, Arthur Latham Perry, in a then rustic abode of learning, Williams College, had learned his lesson well from a father who valued being above seeming. Just so much of the money was spent for bricks and mortar as was needful to build walls and roofs around an idea. The idea, as worded by Dr. Perry, is "A school is its teaching." There are plenty of secondary schools, public and private, where the teaching is quite as good as at Exeter; but it would be hard to name a spot where there is more good teaching per cubic yard of classroom space. More schoolmasters giving closer attention to fewer pupils, and guided discussion as a method of teaching, this is in essence "the Harkness plan." Its progenitor is Socrates in the market place of Athens.

The team-play has been extraordinary. Dr. Perry quite rightly credits his faculty, trustees and the students themselves with a major share in this triumph of two-way traffic, though he has had this eager collaboration because he is the man that he is. The Phillips Exeter Academy is a vat of mature thought and adolescent interest in noble ferment. One hardly knows whether



to call the school conservative or progressive. It is both. Latin is required and Greek is taught; side by side with the classical curriculum is hospitality to new ideas and methods.

All this came in the nick of time. Who would have thought thirty years ago that by 1945 secondary school education would be a frontline defense of American Democracy on the Home Front? With our colleges and universities denuded of young men—too precipitately in some cases—and with postwar conscription of our 18-year-olds being argued in the halls of Congress, the question of whether the predominant tone of American life for a century to come is to be military or civilian may hang or whether the equalitarian and humanistic spirit of our democracy can be implanted in boys before the age of 18. If postwar conscription is enacted, schoolmasters will need to work fast. For such schools as Exeter will be the battlefield of our future, and in the minds and hearts of adolescent boys that future may be lost or won.

A notable man will be found to have mustered the totality of his forces. What makes him the power that he is is not this quality or that, but all of them. Dr. Perry's achievement in the greater commonwealth of secondary school education is monumental. It deserves not a column but a volume. That volume is already written. It is written in the lives and labors of the schoolmasters at Exeter, and in the brains and souls of boys who have studied at the Phillips Exeter Academy in the past 31 years. "The path of the just is as a shining light."

UNCLE DUDLEY.

## Principal Perry

A remark of Lewis Perry, who is to retire by June, 1947, as principal of Phillips Exeter Academy, is a hint of the policy which has underlain his luminous career of the last 30 years. "We wish to be, though an ancient school," he said, "yet always a modern school, fitting boys for life in a world that is forever old and forever new."

He has not allowed either himself or his academy to become stale, stereotyped or dated. He is as sensitive to the trends of the present and future as he was to public and educational imperatives when he took over. With its imposing buildings, more than 700 students and 82 teachers, Exeter differs greatly from the institution of pre-Harkness days, but essentially it is just about the same as it was then in spirit and purpose. It is, as he has said, simply "a big little school," just as his father's family, with its seven children, was a big little family. The larger endowment for which Principal Perry was primarily responsible, is not so indicative of the man as the impressive fact that \$105,000 is now awarded annually to carefully-selected needy boys of promise.

There is an unintended portrait of Lewis Perry in that fine little biography of his father, "A Professor of Life," written by a gifted brother, the late Carroll Perry. The paternal Perry, the son wrote, was a man of "sharp intelligence, abounding humor and a moral integrity." He was "a real person and a very interesting embodiment of personality . . . He loved truth and honor and fairness but mostly he loved friendship and little children." Like the father—and also like his brother Bliss, who, happily, survives—Lewis Perry also has "natural gifts for effective public speech." Moreover, that favorite maxim of Professor Arthur Latham Perry, "Minimize the difficulties," is part of the technique of the son.

With all his rich intellectual endowment, he would not have accomplished nearly so much or so endeared himself to his students if he lacked that urbanity, eloquence and glowing personality which characterized the father, plus an incurable love for the human beings around him, youth as well as age, kings of the intellect as well as captains of industry, the poor as well as the rich, the individual of merit and character, regardless of his economic or social status.

Nobody, perhaps, is quite irreplaceable, but some individuals are in the penumbra of irreplaceability. Lewis Perry can fairly be included in that limited group.

## WAVERLEY CO-OPERATIVE BANK

Belmont, Mass., June 5, 1945.

Dear Sir:

The regular meeting of the Board of Directors will be held at the Bank on Monday evening,

June 11th.

at 8 p. m.

It is hoped that you will be able to be present.

Respectfully yours,

WALTER E. BORIGHT,

Treasurer.

### Exeter's Loss

Phillips Exeter Academy without Dr. Lewis Perry will seem to a host of "old boys" like a lighthouse without its light. His retirement has just been announced for "not later than June, 1947." It will seem strange to pay respects to someone else in the Headmaster's study.

Under Dr. Perry's brilliant guidance since 1914, a great school has become known for the democratic outlook, freedom of speech and attitude, and intelligent tolerance he has fostered in the boys and encouraged in the masters. Under him, too, the school has experienced unusual expansion, which includes many new brick buildings designed to house the development known as the Harkness Plan, with its small groups of students taught around oval tables. This was the forerunner of the conference method since adopted widely by other private schools.

Regional scholarships, bringing to Exeter boys of high caliber from all parts of the Nation, are also a part of Dr. Perry's able workmanship. Other headmasters will in their turn carry the school forward. He would not consider his work well done unless this could be so. But he will be missed, and deeply, by generations of "old boys" of a significant era—an era that includes the veterans of two World Wars.







"Sing me a song of a lad that is gone;  
Say, could that lad be I?  
Merry of Soul he sailed on a day  
Over the Sea to Skye.

Mull was astern, Rum on the port,  
Eigg on the starboard bow;  
Glory of youth glowed in his soul:  
Where is that glory now?

- Robert Louis Stevenson -







## State Street Trust Company

ALLAN FORBES  
*President*

*Boston 1, Mass.*

June 11, 1945

Jay R. Benton, Esq., President  
Boston Mutual Life Insurance Company  
160 Congress Street  
Boston, Massachusetts

Dear Benton:

Thank you very much for sending  
me the Annual Statement of your company  
which I shall look over with much interest,  
particularly as I know you and most of the  
other directors.

Sincerely yours,

AF:R



CASD-10-

MASC-51

June 12, 1945

SANTA BARBARA (GOLETA) CALIF.

Dear Mom and Dad,

Here I am right on the beaches of the Pacific. We flew down from Mojave yesterday morning and landed some thirty-five minutes later. Traveling by plane is so good that you can't help but want to fly everywhere.

This is the most classy base that I've ever been to. There's so many good recreational facilities that I'm in my glory. The last two nights I've been working out at the gym and hope to get myself into good shape. I spoke to my new commanding officer and it looks as though I'll be able to get a leave soon. Just keep your fingers crossed for



me.

Did my three packages arrive all right? The one addressed to Kathleen has my favorite jacket in it and I'd like it cleaned and tailored. The bottom of the cuffs are frayed a little and I'd like them taken up about a half inch.

We have to wear chevrons on both sleeves now so I'll look a little different when I get home. No real change, though.

It wasn't much fun here last night with all the disorganization of resettlement but all is fine tonight. The salt air is wonderful - the fog good to see after nine months of chapped lips. Write soon.

Love,  
Your son, Peter









CITY OF BOSTON  
OFFICE OF THE MAYOR  
CITY HALL, BOSTON

JOHN E. KERRIGAN  
MAYOR

June 12, 1945

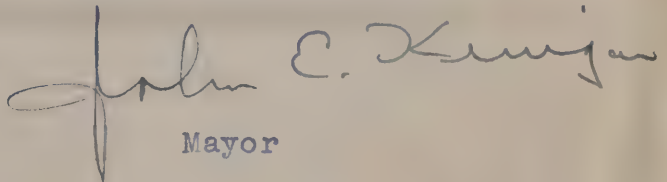
Mr. Jay R. Benton, Chairman  
Greater Boston Development Committee  
160 Congress Street  
Boston, Massachusetts

Dear Sir:

I am naming a committee for the purpose of making known the availability of Boston and its facilities to the United Nations with a view of having them establish their headquarters in Boston, and I would like very much to have you serve as a member of the committee.

A luncheon meeting of this committee will be held in the very near future, and if you find it possible to accept membership, and I hope you will, I will appreciate very much your attendance at this meeting.

Most sincerely yours,

  
Mayor

JEK:mja



# Warm, Humid Again Today, Joint Opinion of Hub Weathermen

Another bad day for a starched collar—warm and humid. The temperature and humidity will be about the same today as they were yesterday—81 and 74, and even another round of thunder-showers won't clear the air, the weathermen say in a joint opinion handed down late last night.

For those interested in the weather—and who isn't—yesterday, June 11, in this Spring of rain and fog, was the warmest day since last April 12, 13 and 14, but was not quite the Summer day of March 29, when the thermometer registered 86.

Tuesday, June 12<sup>th</sup> 1945  
Very heavy rains all last night. Frances out on the bleaching porch for the first time last night. Woke up tired this morning. Breakfast on the front porch - Orange juice - oatmeal - Poached Eggs on toast - grilled Ham - Iced Coffee - to the square with Frances. Subway - Office - Bury - out at 12.30 - to the Knockers Club - Fried Slices of Haddock - Tartar Sauce - Sliced Tomatoes - Roll - Cottage Cheese - Iced Coffee - Orange - Back to the Office - Real Estate Committee - Work to 4.45 - With Moody and Mansfield - detour - Allston - then home - Front Porch. Dinner out there - Pea Soup - Cold Sliced Ham - Condiments - Potato Salad - Tomato + Lettuce Salad. Popovers. Milt. Sliced Peaches and cream + To Bed early + made up specimens tonight from 7.15 to 8.15 +



# Spuds Put on Scarce List

Potatoes were added today to the growing list of scarce or non-existent food supplies. Housewives, who are currently experiencing the worst famine in Boston's history in meat, poultry and eggs, today found potatoes placed on a voluntary ration basis in many sections of the city.

## Curtain Drops Now on Beans And Potatoes

Time was when hardy New Englanders—unable for one reason or another to obtain adequate supplies of fresh meats—could always fall back on beans and spuds.

Today—during a period of acute and prolonged shortages of meats, poultry, and eggs—both beans and potatoes are extremely scarce.

It's difficult to imagine Boston without its traditional baked beans. "Beans and Boston" have become internationally known twin symbols. It's sort of like Paris and its boulevards, London and its fog, California and its sunshine, or an Easter ham and its eggs.

Today, the ham and the eggs are almost non-existent. And, along with them, beef, lamb, veal, pork—all meats in fact—butter, margarine, shortening, sugar—

One could go on almost ad infinitum.

But, right now it's the shortage of beans and potatoes that is uppermost in the day's news.

Several reasons are advanced for the shortage of beans. According to Louis F. Beauvais, Boston commission merchant, who "knows his beans," the Government requisitioned 45 per cent of the 1944 crop of pea beans, grown principally in California, Michigan, and New York State.

About 40 per cent of that crop was ruined before it could be harvested. That left about 14 per cent for civilian use—divided among housewives, canneries, restaurants, and hotels.

On top of that, last year's harvest was not abundant. So, actually, Mr. Beauvais estimates, the Government took between 70 and 80 per cent of a normal crop. He added that the situation should be better by October, but cautioned that unless current rains cease for a bit, the 1945 crop may be greatly curtailed.

As for the potatoes—Heavy Army and Lend-Lease requirements are given as reasons for the current scarcity. According to the War Food administration, the Army has placed an embargo on all shipments of potatoes from the South, including Virginia and the Carolinas, principal source of supply of new potatoes for New England.

It will be months before Maine potatoes will be harvested. Meanwhile, many Boston retailers are completely out of spuds, and are unable to obtain any.

Wednesday, June 13<sup>th</sup> 1945

From 4 o'clock on I was awake and busy. Had my breakfast on the front porch—orange juice—wheat germ—Creamed Cod fish on toast—ked coffee. To the Square with Frances and so to town to work. Started the detail of vacation schedules out at 12.20 with Lane—to Patten's on Court St. Oxtail Soup. Hot Roast Beef Sandwich Spinach-ked Coffee. Fruit cup—to Iver Johnson's—saw Mr. Blake—Succeeded in getting a 130 film—Back to the office. Bill Nolan came over for a conference on the C.I.O. at 3 to Jordan's—to leave 3 Pictures to be framed and to get the photo prints. Office—left at 4.45—Moody—Mansfield—Leary—detour—to Alston then home. Front Porch Puffs—then up stairs to rest until

June 13, 1945

Belmont Citizen  
72 Trapelo Road  
Belmont 78, Mass.

Gentlemen:

Kindly find enclosed my check for \$2.50 for a  
year's subscription to be mailed to:

Lt. David Benton  
No. Ocean Boulevard  
Box 1073  
Delray Beach, Florida.

Yours very truly,

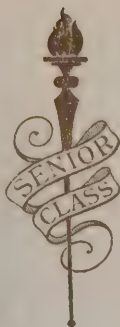
*Jay R. Benton*

JRB:BCC  
Enclosure

Wednesday  
June 13, 1945

Herbie weighed 12 lb.  $3\frac{1}{2}$  oz.  
today — a gain of 18 oz. in  
two weeks. She laughs out  
loud now — gets cuter every day!  
much love, ~~James~~ & Dave.





#### Class Ode

We with all our classmates dear  
We meet together here,  
To thank those who have guided  
us through  
Every year that we've been with  
you.

The friendships that will bind  
We'll always keep in mind  
And we'll know where'er we go  
We'll always honor you.

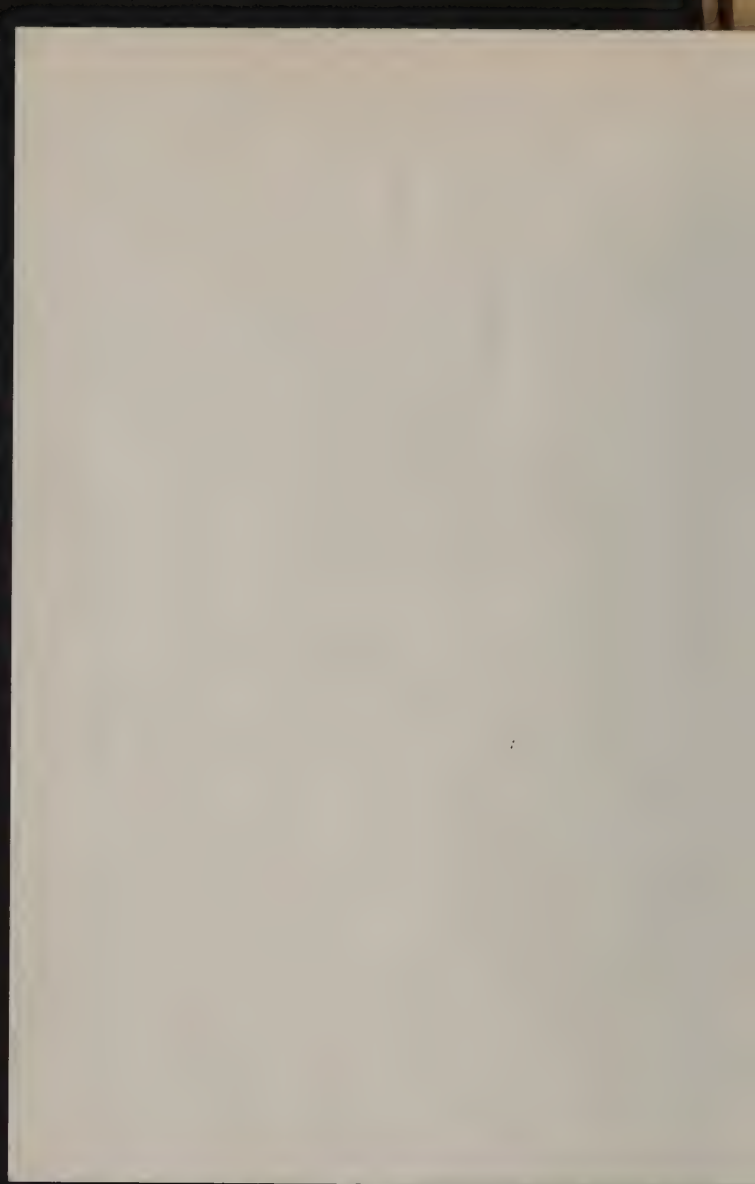
And so to Groveton High  
We bid our last good bye.  
In all our dreams we'll come back  
to you,  
Dreaming of our good friends and  
true.

Now when we have gone  
Our thoughts will linger on  
In reverie, we'll always be  
With dear old Groveton High.  
Joanne Fogg.

Dear Aunt Frances & Uncle Jay,

I just want to tell  
you how really pleased  
I was with your #2. It  
came in really handy on  
our class trip because  
we had to buy our own  
groceries, besides play-  
ing the jukebox up in the  
recreation hall.

I haven't heard from  
Nick in ages - where is  
he now? Dave has been  
home, hasn't he? How  
about Nick? and Pete?



*The Senior Class  
of the  
Groveton High School*

*announces its*

*Commencement Exercises*

*Wednesday evening, June thirteenth*

*at eight o'clock*

*Groveton High School Auditorium*

Joanne Fogg

I hope you're coming up  
this summer. It'll be swell  
to see you again.

I had my reservation in  
for Northampton Commercial  
College this fall, executive  
secretarial - but they've given  
me a month to cancel it in  
case I change my mind  
in favor of an art course.

Mom said to tell you  
she'd write soon and tell  
you all the news -

Thank you again.

lots of love,

Joanne



Correction—The name of Leona Walling was inadvertently omitted from the list of graduates published in the last issue. It certainly belonged there as Leona was an honor student and a class officer. She has given the readers of this newspaper the very interesting school letter that has appeared each week.



# The Somerset

400 COMMONWEALTH AVENUE, BOSTON

## HONORABLY DISCHARGED by the United States Navy

MEMORIES that are rich with life will live once more when the Somerset is again available to the public in the Fall. So many beautiful things are being done to it that it will offer life and living to a new generation and a new era.

The Balinese Room will again be offered to Boston's Smart Set. The Currier and Ives Grill will be something new and so will the Tudor Cocktail Lounge and Men's Cafe. Many new function rooms are being added and last, but not least, the Louis XIV Ballroom is being restored with all its regal splendor.

Democratic aristocracy will find modern living without "streamlining" and without "push-button" efficiency. Plain New England comfort, even in this modern age, will be found in every nook and corner.

Transient and residential accommodations will be available. Furnished and unfurnished suites are to be equipped with serving pantries.

We invite inquiries for Fall occupancy. Renting agent on the premises; 400 Commonwealth Avenue, Kenmore 2700.



EDWARD BRYCE BELL

*Vice President and Managing Director*





dinner was ready. Mary and Jim  
came up from Cambridge. Jellied  
Consommé - Broiled Mackerel - Potatoes  
Allumette - Sliced Cucumbers - Pot-  
Overs - Milk - Banana Shortcake -  
some talk and planning for our  
wedding anniversary this Saturday.  
Mary, Jim, + John went into Beacon  
Hill to call on Ann and Robert.  
I went to bed. Frances on the  
sleeking porch again.  
Very muggy late today.

# Mercury Goes to 86--

It was the good East wind, old friend to Boston, which kept the city from sweltering in temperatures ranging into the 90-degree-levels yesterday, the weather man said last night, but he warned that thermometers today and tomorrow are due to register in the 90's as the off-shore breeze veers away.

Thursday, June 14<sup>th</sup> 1945

This started out to be a hot day - for breakfast

orange juice - wheat germ - Fried Eggs + Bacon. Toast - Iced Coffee

At 8.30 came Frank Klayda and Chester Snow and I showed them

the water spouts at the Back of the house that require fixing. to the Square

with Frances - Sulway and to the

office and hard at work all morning - out at 11.45 and Sulway to Arlington

Street. to the Hotel Statler - attended the Annual Luncheon of the Boston Life

Underwriters Association. On the way Back to T. Davis, White and finally at T. B.

Hunter's got 50 feet of Garden House - Back to the office - worked until 4.30 then

with Moody and Mansfield. Alighted at the Cambridge St. Bridge. Walked to

Treelands - bought two shrubs - a tall lilac and a EUONYMUS (Radicans Vegetus)

Moody after taking led to Mansfield

Came to pick me up - so home. Front Porch. Mary + Jim on hand. - Buffet supper.

# 546313

June 14, 1945

Dear Mom and Dad,

Coming home July first!  
For more than 2 weeks. Need \$110.  
Ticket - \$95 - I'll write all  
the news tomorrow morning.  
My address is.

Sgt —

CASD-10 - MASG-51  
USMCAS  
SANTA BARBARA, (GOLETA),  
CALIFORNIA

Love,  
Peter

THE WESTERN UNION TELEGRAPH COMPANY

4178-A

RECEIPT

BOSTON, MASS.

JUN 25 1945

Received from

Jay R. Benton

DATE

19

\$25.00

Dollars in payment of:

☐ Account for the month of

19

☐ Telegraphic Money Order

☐ Telegram or Cable

☐ Deposit on Collect Telegram  
Returnable after 24 hours

☐ Account No.  
For Remittance

To

At

THE WESTERN UNION TELEGRAPH COMPANY

MONEY ORDER \$

By

314

Peter Benton  
Goleta Calif  
W. H. H. H.





# BOSTON LIFE UNDERWRITERS ASSOCIATION, INC.

AFFILIATED WITH

NATIONAL ASSOCIATION OF LIFE UNDERWRITERS  
MASSACHUSETTS ASSOCIATION OF LIFE UNDERWRITERS



150 CONGRESS STREET - BOSTON, MASSACHUSETTS

TELEPHONE: LIBERTY 0324

WILLIAM C. COOGAN, EXECUTIVE SECRETARY

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May 23, 1945

Jay R. Benton, President  
Boston Mutual Life Ins. Co.,  
160 Congress Street  
Boston, Massachusetts

Dear Mr. Benton:

Mr. James A. Fulton, President of the Home Life Insurance Company of New York, and President of the Life Insurance Association of America, will be the guest speaker at the annual luncheon meeting of the Boston Life Underwriters Association, June 14, 1945.

We will be very pleased to have you with us that day as a guest at the head table. The luncheon will be held promptly at 12:15 P.M. at The Hotel Statler. If you could arrive about 12:00, you would be able to meet Mr. Fulton and your colleagues before the luncheon commences.

Cordially yours,

*Montague P. Ford*

Montague P. Ford  
President

# Boston University Law School Association



There will be a meeting of the Executive Committee, at the  
Law School 11 Ashburton Place, Boston, Mass.

On Thursday June 14 at 4 P. M.

Important business will be transacted, especially \_\_\_\_\_

Very Urgent

EDWARD M. DANGEL  
Sec. - Treas.



FRANK B. HALL  
COUNSELLOR AT LAW  
332 MAIN STREET  
WORCESTER 8, MASSACHUSETTS  
ONE DAY NEARER VICTORY

June 14, 1945

Hon. Jay R. Benton  
c/o Boston Mutual Life Insurance Co.  
Boston, Mass.

Dear Jay:

The Forty-fifth Annual Statement of your Insurance Company has duly arrived and has been read in full by me.

I am glad that you are at the head of this Company and are enjoying life. It is certainly better than the doubtful pleasures of political contests.

Looking over my souvenirs the other day, I came across the enclosed card. When your Dad was running for governor in 1912, I had charge of the Worcester district and Congressman Winslow had charge of the opposition. We were beaten but by a few votes. We made a remarkable showing and your father was very much pleased.

I call your attention to the back side of the card, especially, where I have marked:

"Married, has wife and six children."  
(Of course, you are one of the six.) Also to the following B-29--"A tireless worker."

Best regards to you and the Mrs. and also my old friend Ed Mansfield.

Sincerely yours,

*Frank B. Hall*

Frank B. Hall

FBH:eb  
Enc.



June 15, 1945

Frank B. Hall, Esq.  
332 Main Street  
Worcester 8, Mass.

Dear Frank:

I was very pleased to receive your nice letter in this morning's mail and am glad that you were interested in the current Annual Statement of the Boston Mutual. We are going along very well and had a good year in 1944. I am passing along your regards to Ned Mansfield.

I am also pleased to receive the hand card that was circulated at the time my father was running for the Republican nomination for Governor in 1912. While that is a long time ago, the memories of that campaign are as vivid to me as though they took place but a year ago. Those were happy days! I never noticed the juxtaposition of two of the lines on the back of the card. It is almost good enough to send to the New Yorker.

Please give my very best regards to Mrs. Hall and also accept a lot for yourself. I regret very much that our paths do not cross more often

these days. I shall never forget that day in June 1934 when you were sitting up in the front row in the balcony listening to me make a speech to the Democratic State Convention. That was something.

When you are in Boston, why don't you drop in for a chat with Ned Mansfield and me.

Sincerely yours,





PETER NOW AT SANTA BARBARA

# Mercury at 96 Breaks All June 15 Records

Friday, June 15<sup>th</sup> 1945 X  
Rigged early in the morning  
this day was hot. We had a  
letter from Peter telling us  
he has been transferred from  
Hojave to Santa Barbara, Calif.  
for breakfast - Orange juice  
corn flakes - Creamed codfish  
on toast. Iced Coffee. Louis, the  
Gardener on hand. Talked  
to him about the new shrubs  
and planting of flower seeds. To the Square  
with Frances. Sulrags To the office and  
burily at work. Out at 12.30 with Lane.  
To the Cafe Royale at the Hotel Touraine.  
Sliced Egg Salad - Tomato & Lettuce Salad  
Mayonnaise Cream of Tartar Biscuits -  
Iced Coffee. ~~Strawberries~~ Cream -  
Back to the office in the Sizzling Sun -  
Work at 4 over to Damon Hall's office. He was  
late getting back from the Probate Court  
so I hustled back to my office to  
get ahead of the incoming storm -  
Left at 4.30 with Woody and Mansfield

An all-time high for hot weather in Greater Boston on June 15 today had people gasping for breath.

The previous high mark of 95 degrees for the date was eclipsed early this afternoon when the mercury rose 96.4 degrees. That was tops and by 3:30 the mercury had skipped back to 93.

It became cloudy in mid-afternoon but the Weather Bureau insisted it would not rain. The high temperature was accompanied by high humidity which brought perspiration to faces, wilted collars and kept clothing clinging to perspiring bodies.

Today wasn't the hottest June day in the history of the city. The Weather Bureau recorded the temperature at an even 100 degrees June 6, 1925. The top figure in 1944 was 101 degrees which was recorded Aug. 12.

Beginning at an early hour to

day the mercury rose rapidly until early in the afternoon when it leveled off to a rise of about two degrees an hour.



# Heat to Stay for Two Days

# Electric Storm

Violent electrical storms crashed over Greater Boston and New England early last night, breaking a heat wave which sent official temperatures up to 96.4 degrees in the city at 2:30 o'clock in the afternoon for the hottest June 15 in Weather Bureau history, killing at least two men by lightning bolts in Maine, felling trees, smashing windows and causing un-

As Boston gasped in the record 96.5 temperature, unequalled for June 15 in the history of the Weather Bureau, schools closed at noon, State House and City Hall office staffs were sent home and there was a general let-down in the city's business activity.

A mass of warm, moist air is centered over the New England area, the weather man said, and gives no indication of moving out for at least two days. Thunderstorms, all caused by local heat conditions, will bring only temporary relief. Today's storms are expected to be at least as violent and sudden as yesterday's.

Electrical storms were general through the New England area, with heaviest damage being reported from Lewiston and South Paris, Me., with other storms also reported through New Hampshire and Vermont.

As we followed the Charles River out, we ran head on into the wicked looking Thunderstorm - as we reached the Cambridge Street Bridge - all hell broke loose - the rain fell in torrents - the wind roared and slashed - the blue lightning cut the dark and the thunders roared. Slowly we got across the Bridge and so to Allston - a stop at Griffiths - and then home. Front Porch - Mary and Tim on hand again - but were off early for their newly found friends the Ponds and to Amalfis for dinner - where John was to join them - Frances & I had dinner alone inside.

Up stairs early & - because the wind was east slept in Nicholas Room to 1.30 - Recurring Thunderstorms until after midnight. Frances on the sleeping porch.



June 16, 1945

Dear Mom and Dad,

But now you must know that I'm coming home for sure on the afternoon of July first. I don't exactly know if I'll make it by the fourth but I'm certainly going to try like the dickens. There is no need to worry about the fact as to whether I'll get it or not because it is in black and white now. Coming in to a new outfit can surely upset one's plans. It looks as though my new outfit will be here for a few more months, at least. So tell the truth I'm glad to be in it because it might to be a great experience. Have some kakei ready when I get home because I haven't very much here. If you can find my white sweater with my first BAN on it, have that cleaned, too.

That is wonderful about Andy making the all scholastic team for the Herald. One of the best ball players I ever knew. I'll have to write and congratulate him. I see Nick has his A.P.O. no. Those were grand pictures of his leave. He looks fine in kakei.



Barbaras sons are really growing up. That was a fine snap of them. I'd certainly like to see all the Jamesons when I get back. Furlouque are so short-lived that you don't get the chance to do all you want to. It'll be different this time because I'll have over two weeks. Mrs. Jamison looks as wonderful to me as always.

I'm very happy to have you feel that way about my cards, Dad. It wasn't a thing, Dad, and when I read things like that I feel like crying. Here, I haven't really done anything for you but always ask you or mother for something, and yet by your thoughts and prayers keep me well on my feet. What finer gift could a boy have than you as parents. I know I'll never be able to equal your goodness but I promise to try all my life.

See you soon!

Love,  
Your son, Peter







FRANCES + JAY  
ON THEIR 32<sup>ND</sup>  
WEDDING ANNIVERSARY  
JUNE 16, 1945

+







On Your  
Anniversary



May the years ahead  
be even happier  
than those you look back on  
today.

Congratulations and love

John

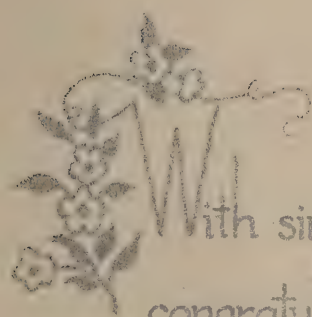






The first time  
in all these years  
that I have forgotten the  
16th - Do forgive me -  
and accept our love  
and belated good wishes.  
Yours.





With sincere  
congratulations  
and the very  
best of wishes



WHAT!  
Another Anniversary?



Anyone  
can see

without  
doing  
too much

PEEKING-

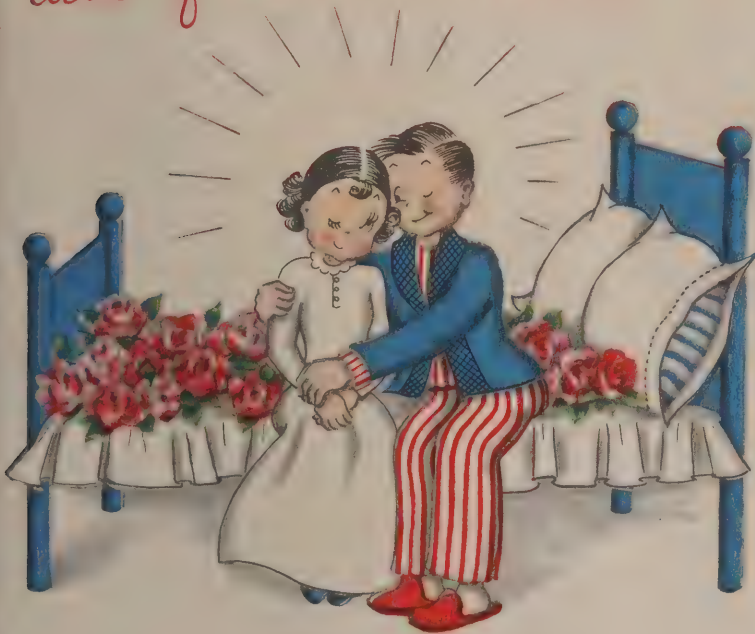


*When you two*



*You know*

talk of married *BLISS*



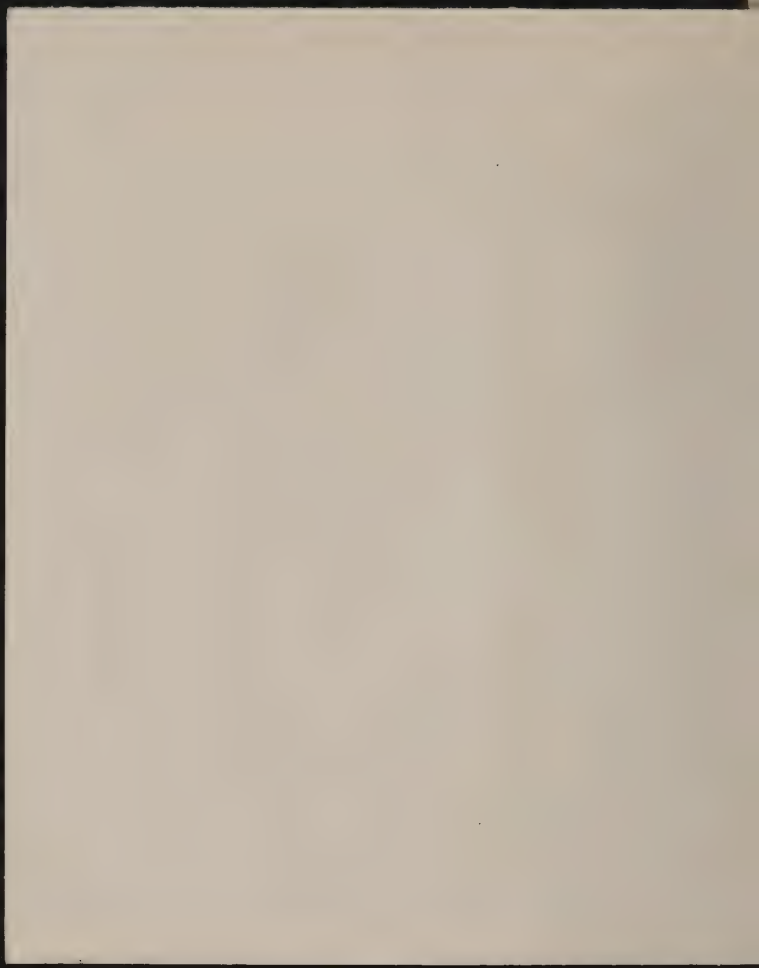
How thereof you're speaking!  
Love from Mary + Jim






FOR YOUR  
*Wedding Anniversary*







A greeting  
to you  
on your wedding  
anniversary,  
wishing you a day  
of happy memories  
and many joys  
in the years  
to come.

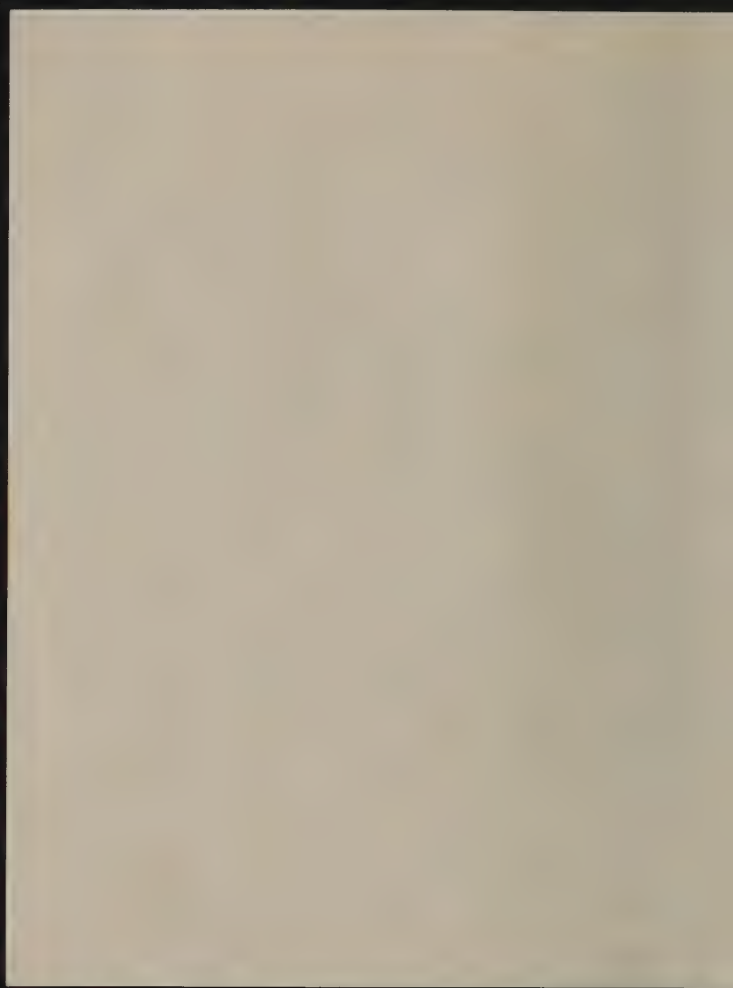
Wm H. Lane





*Lots of Good Luck  
on Your Anniversary*



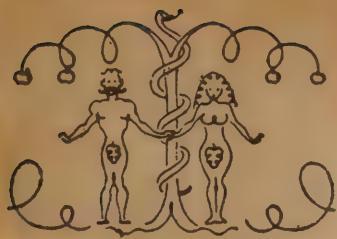






Hope this one will be the best  
"Good Health," "Happiness," all the rest!

Ben and Helma



THIS IS OUR 32ND WEDDING ANNIVERSARY!

ANNIVERSARY!

Warm and humid weather returned yesterday after freak storms, many of almost cloudburst proportions, struck sections of New England, but missed Boston completely, during a one-day lull in the summery temperatures which set in here late last week.

heavy loss in serum and vaccines kept in refrigeration plants.  
Weather bureau officials pre-

dicted the temperature probably would climb as high as 96 today, but that late afternoon or evening thundershowers might bring some relief.

Yesterday's drop came after cracking thunder storms and a follow-up by New England's famed east wind. The high reading of yesterday was 83 in the mid-afternoon.

Middlesex Valley communities were visited by brief but heavy rains while in Woonsocket, electric power was put out of commission but restored in time to save the Woonsocket Hospital from

Saturday, June 16<sup>th</sup> 1945

Slept late as the heat and the thunder storm broke up one's rest during the night.

June, at 8:30 brought up my breakfast - orange juice - oatmeal - fried egg - small piece of Bacon - Toasted English muffin - Iced coffee. At 10 Frances went out to do her Saturday morning shopping and to try to find some meat. I started in and did two week's testing and completed the tests at 11:25 -

For a wedding anniversary present I gave Frances a check for \$15.00 and she gave me 3 pair of white hose. At 11:15 she went with John down to Mary's apartment - When high noon came, the hour that we were married, I toasted the event. Frances came back at 12:45 - Mary and Jim came out for lunch - Buffet on the front porch. Rested all after noon. At 6 came the Learys and gave Frances and me a lift down to Mary's apartment where she had a cocktail party.



## Blistering Week-End

Nor could the Weather Bureau offer any change in the existing torridity for the week-end. Today and Sunday are slated to be hot and humid, with possible scattered thundershowers this afternoon as a temporary breathing spell.

for us. Also her first "Housewarming"  
On hand were Frances, Jay, John, Mary,  
Jim, Gram P. Harlow, Thelma Harlow,  
Ken, Norton, Helen Jameson, Barbara,  
Roger Phinney, Ann and Bob, Leo and May.  
From there we went on to Gustie's—  
for dinner. Cherrystone Clams—  
Soft-shell Crabs—a real good  
time: home at 10.30. More thunder-  
storms, but not close—

I'M BETTING  
YOU'LL HAVE A PEACH  
OF A YEAR,

DAD!



I may come  
home on July first. I  
plan to leave the  
night of June 30<sup>th</sup>.  
Perhaps I'll be home  
in time for my twentieth.

Love,  
Peter





I'm betting that this year will be  
The kind you crave the most  
With Luck and Fun

running neck and neck  
And troubles "left at the post"!

Your Son,  
Peter

(over)

I may come  
home on July first. I  
plan to leave the  
night of June 30<sup>th</sup>.  
Perhaps I'll be home  
in time for my twentieth.

Love,  
Peter



FATHER'S DAY *Greetings*







I CAN'T EXPLAIN  
IN JUST ONE CARD  
MY LOVE FOR YOU  
OR DEEP REGARD,  
SO I'LL JUST SAY  
I THINK YOU'RE GRAND,  
THE OTHER THINGS --  
YOU'LL UNDERSTAND !

*your son,  
Peter*





TO A WOW OF A DAD!

You're not  
too wild!



You're not too prim!



You're not  
too fat!



You're not  
too slim!



HI!

LEAVE ME ALONE!



You're not too wet!  
You're not too dry!

But you bet your life

YOU'RE ONE SWELL GUY!



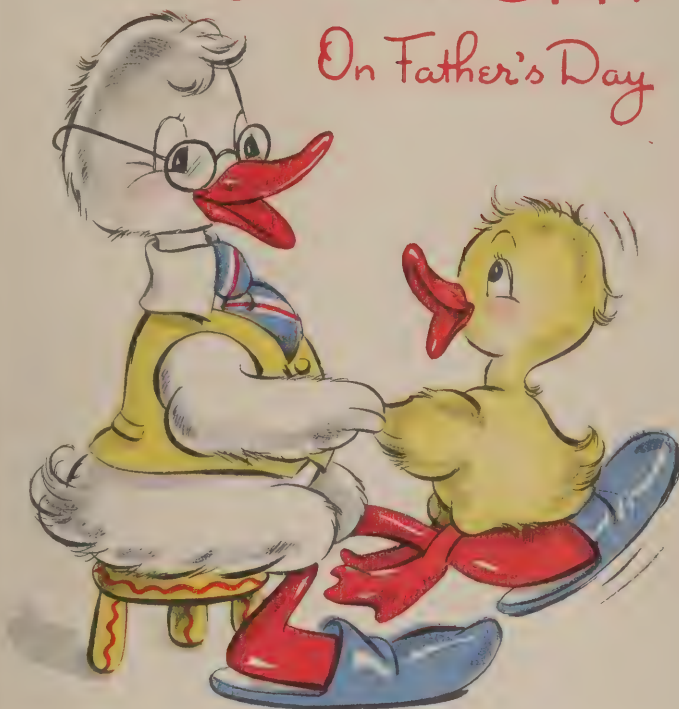
Happy Father's Day!





For my GRANDPA

On Father's Day

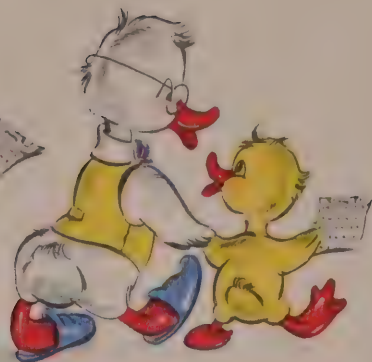






Hello, GRANDPA-  
it's Father's Day  
And here's  
a little card to say-

I love you lots  
all through the year  
Because you're very,  
VERY dear



from  
Leslie

BUNKER HILL MONUMENT





COCKTAIL  
PARTY  
AT  
THE LEARY'S  
SUNDAY,  
JUNE 17, 1945





"WATCHING THE BATTLE OF BUNKER HILL."





THE UPPER CONNECTICUT VALLEY AT GUILDHALL, VERMONT

Sunday - June 17<sup>th</sup>

Dear Jay:

Right you are - a year ago last Sunday you and Francis was headed north & we had plans for you to be with us this year - however, things have gone just Hay-wire, have you seen in the North County papers of Ray's illness. on June 1<sup>st</sup> he suffered a terrible attack of Coronary Thrombosis, at 7:30 A.M. since then, his life has hung in the balance, not much change as yet, and it don't look so good, has a day & night

must - he is very weak, an effort  
for him to talk, has lost courage,  
quite and not seems to be a  
we can give him. Great shock to  
every one, as he appeared so well  
and regayed for a man of his  
years. The Red Cross was able  
to get Kenneth a leave, his out-  
fit was leaving for the West Coast  
he starts back tomorrow (Monday).  
I am sure you will understand why  
the invite was not forth-  
coming.

Best wishes to all  
Karl.







June 19, 1945

Mr. Karl E. Hayes  
Guildhall, Vermont

Dear Karl:

Yes, I had seen the distressing news in the "Democrat" and the next day dropped Ray a line together with a card. I do so pray that he will pull through all right -- it doesn't seem possible, he was so strong, vigorous, and athletic. My card was in no way a suggestion but a reminder of a very happy sojourn just a year ago.

I ran into a friend of mine on Washington Street the other day -- who has a summer place at Wolfboro and goes back and forth all the time. I asked him when the "Mountaineer" was going to start in its trips to the White Mountains and he surprised me by saying that the crack train is not going to run this summer. Can you beat it?

David is now established in a cottage with his wife and baby daughter at Delray Beach, Florida. He is instructing at Boca Raton Air Field. Peter is at Santa Barbara, California. We had a letter from him this morning saying he is starting home July 1st for a two weeks furlough. Nicholas telephoned from Vancouver on June 9th. We have not had a letter from him recently. Mary and Jim have taken an apartment in Cambridge. Jim is on a month's sick leave from Lovell General Hospital. He had his left leg fractured in Germany participating in a lightning thrust by General Patton's Division. He is recovering nicely.

Best to you, Mae and Jane.

Sincerely yours,

*Gay P. Stanton*

JRB:BCC





- - -HATHERLY GARDENS- - -

Sunday

Special Dinner

Choice of:

Fruit Cup, Chilled Tomato Juice

New England Clam Chowder, Chicken Soup  
with Rice

Celery & Olives, Assorted Relishes

Rolls & Butter, Dark Bread & Cottage Chees

---

Fresh Garden Salad

---

Roast Young Duckling, Brown Gravy 2.00

Roast Leg of Spring Lamb 1.75

X Broiled Live Lobster, Drawn Butter 2.25

Chicken Salad, Lettuce, Mayonnaise 1.65

Fried Freshly opened Clams, Tartar Sauce 1.50

Eggs Omelet with Jelly 1.25

---

Mashed, Fr. Fried, and Candied Sweet  
Potatoes

Fresh Asparagus, New String Beans

---

Dessert

Pie, Ice Cream, Cake, Sherbet

---

Tea, Coffee, Milk, Fruit Punch

**Grand Opening**

SATURDAY JUNE 30

SOUTH SHORE'S Newest  
Coolest DINING SPOT

**HATHERLY GARDENS**

— Restaurant —

164 Hatherly Rd., Hatherly Beach, Scituate

• Noted Chefs, Delicious Food

• Choice Wines and Liquors

• For Reservations, phone

HUBbard 3323 or Scituate 442

EASY TO  
REACH

From Boston: Route 3  
to 3A, 3A to No. Scituate,  
continue Gannett  
Rd. for 2 miles, turn  
right at Hatherly Rd

SUPPER—  
SUNDAY NIGHT  
JUNE 17-1945





Sunday, June 17<sup>th</sup> 1945

Father's Day - also Bunker Hill Day.  
Still muggy. Rested late and out of  
bed at 11.30. Breakfast upstairs  
at 8.30. Orange juice - wheat germ -  
Broiled Schnod - Roll - Iced Coffee -  
Up at 12 to 11 Oak Avenue to call on Mother  
Back to the house and then over to  
the Kearns with Frances, John, Mary,  
+ Jim. A cocktail party and a real  
good time - Back home and Sunday  
dinner - Roast Rib of Beef - Rested -  
late in the afternoon - off for Scituate  
in Mary's car - John driving. Mary +  
Jim going down in Thelma Harlow's car.  
I stopped off at the Gray's on Burleigh  
and had a nice visit with them.  
Later the young folks came over to get  
me - we rode over Hatherly Road to  
the Hatherly Gardens, just opened.  
Supper. Broiled live Lobster. Then to  
the Milow Cottage. Right handy.  
At Hatherly Beach on Seventh Avenue.  
Comfortable Place. To Bed and  
to sleep.

In Boston there was sunshine all day, and with very high humidity from morning till long after dark the weather was sticky and uncomfortable. The official thermometer didn't get a higher reading than 86 degrees, but the humidity ranged from 98 per cent at 8:30 a. m. to 81 per cent at noon and at 10:30 p. m., the weather man said.

Monday, June 18<sup>th</sup> 1945  
Woke up early and finally dressed and took a walk down to the Beach and up along Hatherly Road. Eventually Thelma came down stairs and cooked me a fried egg + Bacon -  $\frac{1}{2}$  orange - a cup of coffee. Later she, Jim, + I rode over to Scituate Harbor to do a little shopping - then over to North Scituate - saw Bert Wilder - got gas - paper - to Southern's on 3A to get a large piece of ice - Back to North Scituate Beach. Rode around by the Cliff House - and the Hatherly Country Club - Back to the Harlow Cottage. Heard General Eisenhower speak to Congress at 1:15 John drove me over to the Egypt railroad station - closed - over to North Scituate - got my table - to Desnahan's Drug Store - to get 4 Bottles of Canada Dry Sparkling water - Back to the cottage. Mary had no cured some good sandwiches at Hatherly Gardens. Tossed Salad and Chicken Salad. Rested - Left



at 3.40. John + Jim driving me over  
To Cohasset to catch the 4.14 train.  
It was late and had a long wait -  
it was very very hot. Finally the train  
came - it stopped at every station  
all the way to Braintree - there  
had to change - another wait -  
then the second stage of a long hot  
dusty train ride - more stops at  
every station - finally the South  
Station - Down into the Subway -  
to Harvard Square - another change -  
the Waverley Car - Oakley Road -  
<sup>after 3 hours</sup> Home at last - Bushed. Frances  
smiling and happy. Supper on the  
Porch - Cold Roast Beef and Potato  
Salad - Popovers - milk,



# Humidity to End, Ideal Summer Days Seen Ahead

Slightly cooler air moving in from the northwest today brought predictions that the warm, humid weather of the past week would end and "just fine summer days" were in sight.

G. Harold Noyes, weather bureau meteorologist, said the mercury dropped from 83 to 80 in the early afternoon, "and will keep going down."

"Don't let that alarm anyone, though," Noyes said. "We're not going to get any reversals like we had last month. I think those days are over."

Earlier forecasts of an east wind today were revised to make the famed sea breeze arrive tomorrow afternoon instead.

Scattered thunder showers were expected for southern New England late today. Tonight will be cooler with a minimum of about 63, the weather bureau said.

Tuesday, JUNE 19, 1945

Up late - Breakfast on the  
Porch - Orange juice - Corn flakes -  
fried eggs - Bacon - Toast - Iced  
Coffee - To the Square with Frances  
Silvay - Hot and humid again  
today. Office work - out at  
12.30 to the Parker House -  
Mockers Club - Cold sliced  
Meat Loaf. Potato + Tomato Salad -  
Roll. Cottage Cheese. Iced Tea - Orange -  
to Jordan's - then R. H. White's for a  
thin summer shirt - Office - Real  
Estate Committee - At 4.15 per to see  
Damon Hall + Office - Left at 4.40  
with Moody + Mansfield - to Allston -  
then to Waverley Square + Coöperative  
Bank - After months of trying -  
finally succeed in getting a group  
picture - Had a ride home with  
Billy Kerills + Frank Cox. Dinner -  
Jellied Consommé - Broiler. French  
Fried Potatoes. String Beans -  
Salad - Rolls - Milk - Cut up  
fruit - Up stairs at 7+

SENT TO: DAVID, PETER, AND NICHOLAS

Tuesday, June 19, 1945

Dear

This past week-end was a strenuous one -- with a whole lot going on and all framed in by a hot humid spell and lots of good thunderstorms. Saturday was our 32nd Wedding Anniversary and for it Mary had a party in her apartment at Cambridge and with it was combined her "Housewarming". Afterwards we all went to Gustie's for dinner -- cherrystone clams and soft shelled crabs. On Sunday the Learys had us all over at their place and we had high and low jinks on the lawn in back for a couple of hours. All back to the house for a roast beef dinner. Late in the afternoon John, Mary, and Jim prevailed upon me to accompany them down to Scituate to spend the night and the next day at the Harlow Cottage. I rode down with John, stopped off at the Gray's on Surfside for an hour. Later we had supper at the Hatherly Gardens -- just opened that day. Had a Broiled Live Lobster. Yesterday -- Monday -- continued to be hot -- took a tour around visiting the Harbor and also North Scituate where I called on Burt Wilder and the Druggist, Mr. Bresnahan. I took the 4:14 train from Cohasset back to town. The young folks, however, stayed down for another night.

3 Pequossette Road continues to look better all the time -- the painting progresses and the house is now shiny white and the new gardener is doing a fine job. Last Friday I bought and had put in quite a large lilac bush at the front entrance.

That's all the news up to 11 A.M., Tuesday morning, June 19th. Will write again soon.

BCC



THE LIFE OF MARTIN LUTHER KING, JR.

The first of the three volumes of the series is a biography of King's early years, from his birth in 1929 to his death in 1968. It covers his childhood in Atlanta, his education at Morehouse College and Crozer Theological Seminary, and his early ministry in the Montgomery, Alabama, area. The second volume is a collection of King's speeches and writings, from his famous "I Have a Dream" speech in 1963 to his last words in 1968. The third volume is a collection of photographs and illustrations, from his childhood to his death.

The series is published by the Martin Luther King Center for Non-Violent Social Change, Atlanta, Georgia. It is available in paperback and hardcover formats. The price of the series is \$19.95 for the paperback set and \$29.95 for the hardcover set.



June 19, 1945

Dear Mom and Dad,

Only ten more days and I'll be on my way east. I really am getting excited because I'm all mixed up inside. Just like I feel when we round the bend and see the fair grounds all lit up on Labor Day night.

I'm doing my old work once again so I know what I'm doing around here. My old outfit made up CASD-2 and today in CASD-10. They were hit by a couple of Jap planes but the casualties were light. Our loss of General Buckner was quite a jolt. I'll be darned good to see

1891

Dear Sir,  
I have the honor to acknowledge the receipt of your letter of the 10th inst. in relation to the matter of the  
and in reply to inform you that the same has been forwarded to the proper authorities for their consideration.  
I am, Sir, very respectfully,  
Your obedient servant,  
J. H. [Name]  
[Address]

the end of all the cas-  
ually lists. If Dobby  
is out of the army I'll  
be plenty glad. He must  
be set to open up "Spruce  
hedge" once again. That's  
real American life up  
there and God's beauty  
is not expelled anywhere.

I need money  
as soon as you can  
get it to me. A week  
from Sunday evening is  
the big date. If I can  
make it before the fourth,  
I'll still have my record  
of being home for all my  
birthdays. If I'm not, I'll  
be well on my way which  
is almost is good.

Love,  
Peter



Be with you in  
two weeks!









UNITED STATES ARMY  
AIR FORCES

19 Jan. '45-

Dear Family,

Excuse the delay in writing.  
I have been a bit on the  
busy side.

Everything is very snug  
here. Fannie, Leslie and I  
are leading the very quiet  
life — and loving it!  
My work is very interesting  
and I have lots of time  
to — a perfect set-up.

We have some swell  
pictures of Leslie, the  
house, etc., which  
we shall send to you

just as soon as we can  
get prints made.

That's good news about  
Pete getting home in July.  
Anything new on Nick, as yet?

all the papers are coming  
through O.K.

The Bailey's Bridge lasted  
just 24 hours!

Love to all,

Diane







IKE RIDES  
HIGH

Allied Supreme Commander's victory parade up Broadway, June 19, 1945, drew 4,000,000 New York-

ers. Triumphant General, then at peak of popularity, probably could have had any office in gift of people.





Start of a big day . . . Gen. Eisenhower leaves his plane at La Guardia field. With him are the Mayor and two of Ike's military party.

Photo by Morris Gordon, FM

JUNE  
-19-  
1945





The stage was set in the theatrical district as the general moved through Times Square

The Ne



Under the Arch at Washington Square The New York Times



# Boston Mutual Life Insurance Company

HOME OFFICE  
160 CONGRESS STREET  
BOSTON, MASS.

DISTRICT OFFICE  
LINUS M. CALLEN, SUPT.  
4196 WASHINGTON STREET  
ROSLINDALE, MASS.

June 13, 1945.

Mr. Jay R. Benton,  
President,  
Home Office.

Dear Mr. Benton:

The Assistants and Agents of the Roslindale district join me in extending to you an invitation to attend our district outing which will be held at the "Hotel Mayflower" at Manomet, Mass. just eight miles south of Plymouth.

Luncheon will be served at 12.30 noon. Out of necessity the menu will be limited to fish, including of course, lobster.

Hoping that you will be able to be with us on this occasion, I am,

Very truly yours,

*Linus M. Callen*

LMC/EMD.

Supt.

June 13, 1945

Mr. Linus M. Callen, Supt.  
Boston Mutual Life Ins. Co.  
4196 Washington Street  
Roslindale 31, Mass.

Dear Mr. Callen:

I have your kind invitation to your Outing at  
Manomet next Tuesday and wish I could get down. But as  
it comes between the holiday and the Directors' Meeting  
on Wednesday, I will have to stay right at the office on  
Tuesday.

Yours very truly,

*Jay P. Bente*

JRB:BCC

# WAVERLEY CO-OPERATIVE BANK

WAVERLEY SQUARE, BELMONT, MASSACHUSETTS

JAMES R. LOGAN, President  
JAY R. BENTON, Vice-President  
WALTER E. BORIGHT, Treasurer

Telephone BELmont 2800

June 14, 1945.

Mr. Jay R. Benton  
Boston Mutual Life Insurance Company  
160 Congress Street  
Boston, Massachusetts

Dear Mr. Benton:

Arrangements have been made to have  
a picture of the Board of Directors taken  
on Tuesday evening, June 19th. as near 5.30  
p.m. as possible, at the bank.

We hope everyone will be present.

Very truly yours,

Waverley Co-operative Bank



web:m

Walter E. Boright, Treasurer



JUNE 19-1945

THE CHRISTIAN SCIENCE MONITOR, BOSTON, TUESDAY

## *Confer on Postwar Jobs*



### **Selective Service Officers of New England States in Boston**

Playing a leading role in the postwar employment problem, these Selective Service officers are attending the two-day conference considering this major readjustment situation. Pictured at the Hotel Statler, where the conference is meeting, are: Sitting, left to right, Lieut. Col. J. L. Wettlaufer, Regional Field Officer; Col. Ralph M. Smith,

Massachusetts; Lieut. Col. Richard F. Saville, Maine; Lieut. Col. F. Whitney Harrington, Vermont. Standing, left to right, Maj. Harold C. Gibson, New Hampshire; Maj. Leonard H. Russell, Massachusetts; Lieut. Col. George R. Sturges, Connecticut; Maj. Joseph W. Beach, Rhode Island, and Maj. M. E. Ashton, Vermont.



# 2.40 Inches of Rain in 12 Hours

*(Two-Thirds of Average Rainfall for Whole Month of June)*



**WEATHER  
FORECAST**  
Showers

**WEATHER  
HINDCAST**

*Spring of 1945  
(Ends Tomorrow)*

Rainy or  
Showery ..58 Days

No Rain ....43 Days

Total Rainfall  
12.34 Inches

## Mountaineer May Not Run This Year

Lacking permission thus far for the operation of the Mountaineer, streamlined train which has provided service to the White Mountain resort areas for the past six years, the Boston & Maine railroad announced last night that "in all probability" the train would not be operated this year.

The railroad's announcement set forth: "It was pointed out that the streamliner, with its limited seating capacity of 132 seats, could not be used for troop-carrying purposes, but we have been unable to secure the necessary permission to operate the train from the ODT.

"The more than 300 persons who have already filed applications for reservations will be notified that they cannot be accommodated and that the year-round trains leaving Boston at 8:30 A. M. and 4:55 P. M., with an additional train at 1:15 P. M. Saturdays will have to supply the transportation to the Eastern Slope region, and the 9 A. M. and 12:30 P. M. trains via Woodsville will have to accommodate the Littleton-Bethlehem and Whitefield areas this summer."

Mr. and Mrs. Raymond Welch leave today for Lisbon at which station he has been assigned. "Ray" has made many friends the 18 years he has been station agent here and all regret that he is making the change. Best wishes go to Mr. and Mrs. Welch for a very successful and happy future in their new home.

### THE BOARD OF DIRECTORS

### WAVERLEY CO-OPERATIVE BANK

Front Row: Samuel Alcock, Jay R. Penton, Vice President, James R. Logan, President, Amos L. Taylor, Irving R. Munroe, Walter F. Beale.

Back Row: Dr. W. Franklin Wood, Brig. Gen. William J. Keville, Edwin A. Cheney, William H. Short, Walter E. Boright, Treasurer, Dr. Ransome G. Greene, Charles F. Merrow, Giles F. Smith, H. Thaxter Underwood.

\* \* \*

\*

Photograph Taken June 19, 1945







# Boston Mutual Life Insurance Company

HOME OFFICE  
160 CONGRESS STREET  
BOSTON, MASS.

June 15, 1945

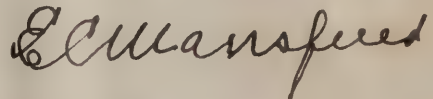
Mr. Jay R. Benton  
Boston Mutual Life Insurance Co.,  
160 Congress Street  
Boston, Massachusetts

Dear Sir:

The regular monthly meeting of the Board of Directors of the Boston Mutual Life Insurance Company will be held at the office of the Company, 160 Congress Street, Boston, on

Wednesday, June 20, 1945 at 1:45 P. M.

Very truly yours,



Secretary

ECM:rmc



EDWARD C. STONE  
110 MILK STREET, BOSTON, U. S. A.

THE EMPLOYERS' GROUP

June 20, 1945.

Hon. Jay R. Benton, President  
Boston Mutual Life Insurance Company  
Boston, Mass.

Dear <sup>Jay</sup>~~Mr.~~ Benton:

Many thanks for the copy of the  
Forty-Fifth Annual Statement of your good com-  
pany. This I have looked over with interest,  
and I certainly congratulate you on the good  
showing made.

Yours sincerely,

Ed

# Boston Battered By 2.18 Rainfall

Wednesday, June 20, 1945  
Curly came back from the Angell Memorial Hospital this afternoon - and while his rear end is shaven - he appears to be in good shape and is frisky and glad to be back. The water conductors at the back of the house have been installed. Breakfast on the porch - orange juice - wheat germ - poached eggs. Iced Coffee. It poured buckets all last night and I was up several times shutting and opening windows. Still raining when we went to the Square, so it was rubbers and umbrellas once again - Frances left me by the Cambridge Post office instead of the Square - low gas this time. Subway. Office. Work. Out to Damon Hall's office at 10. Office. Out at 12.15 with Lane to Steuben's - Minichone Roast Leg of Lamb. Apples & Pears. Beets - Roll. Cottage Cheese.

A six-hour deluge early this morning dumped 2.18 inches of water on Boston by 8:30 A. M., and pushed June's rainfall total to date to 4.63 inches. This already exceeds the May total of 4.47 inches and is 2.5 inches above normal.

The Weather Bureau holds little hope for any immediate dryness as it expects intermittent showers today and more thunderstorms late Thursday. The heaviest rain this morning was between 5:30 and 7 A. M., when an inch fell, which helped roll up a total of 2.44 inches for a 24-hour period.

Records at the Boston weather bureau today revealed that the abnormal rainy weather began on April 24. During the

last six days of that month Boston had only 3 hours and 52 minutes of sunshine and it rained some every day.

In May there were only nine days in which rain did not fall. Total precipitation was 4.47 inches compared with a normal of 3.18 inches. There were only 167.59 hours of sunshine compared with a normal of 451.47 hours. On May 11 Boston had a light trace of snow which hit other parts of the state and northern New England quite heavily.

Though there was some sunshine on 18 of the 20 days of this month, weather records show that it also has rained on 16 of those 20 days. The record rainfall for the month of June was recorded in 1931 when 9.14 inches fell in Boston.

Last night's rain was heaviest in southeastern New England and the Cape area. Over a six-hour period Pittsfield had 1.81 rainfall and Concord, N. H., 1.09, both of which were topped by Boston's 2.18 inches.

Spring left Boston soaking wet and tomorrow, the first day of Summer, according to the almanac, isn't going to be much better.

The deluge that drenched this area early today was the heaviest of the wettest Spring in recent years, confounding even the Weather Bureau forecasters with its sudden, unexpected arrival late last night.

Approximately one inch of rain fell between 5:30 a. m. and 7 a. m., flooding highways and cellars in the Greater Boston area.

During the six hours ending at 8:30 a. m., 2.18 inches of rain fell here, approximately two thirds the average rainfall for the entire month.

Total rainfall here to date this month is 4.63 inches, already exceeding May's total of 4.47. Average rainfall for the entire



BERCHTESGADEN, Germany, June 20 (INS)—Erich Kempke, Hitler's own chauffeur, told his American captors today he himself carried the Feuhrer's body to a funeral pyre and saw it consumed by flames. Kempke said he also witnessed the cremation of the mother of

Hitler's two illegitimate children—Eva Braun.

month of June here is only 3.14 inches.

High humidity continued to add to the discomfort of groggy Boston today. Relative humidity at 8:30 a. m. was 96 percent while the temperature was only 63 degrees. The temperature today was not expected to exceed 68 degrees, the forecaster said, but it remained hot and sticky throughout the day.

More showers and continuing high humidity are forecast for tomorrow.

Today's storm, followed by a few hours an electric storm, during which Mrs. Ruth L. Chase, 36, of Huntington av., was struck by lightning, while taking shelter beneath a tree in Park drive, Fenway. She suffered second degree burns of the back and is receiving treatment at City Hospital.

Shirley st. in Winthrop and some Cambridge streets were flooded for a few hours early this morning, but with the exception of a few flooded cellars no serious damage was reported.

A large tree, one foot in diameter, was felled by the high wind at Glen road and Sigourney st., Jamaica Plain, and some districts outside the city reported flooded conditions with streams overflowing their banks.

During the past 81 days, the Weather Bureau reported today, Boston has experienced rainfall on 53 days. Total rainfall for this period was more than 11 inches.

During yesterday's extreme heat, a Back Bay woman died of a heart attack induced by humidity, two persons were treated for heat prostration at City Hospital, and four South Boston girls were rescued from a swamping boat off L st. and the Strandway.

As a result of last night's storm and the steady rainfall of the past few weeks, Highway and Sewer Departments of many Greater Boston cities and towns reported today that in some areas streets and cellars were flooded, due to clogged catch basins and drains which could not handle the great volume of water.

In Cambridge, Standish st. and Vassal lane were flooded to a depth of 12 inches, while Richdale av. and Green, Austin and Berkely sts. were covered with from five to six inches of water.

From 15 to 20 streets in Somerville have been flooded since June 1, and several were this morning due to a combination of last night's storm and high tide. By noon the streets were clear. However, more than 15 complaints of flooded cellars were phoned into the Sewer Department during the day.

iced coffee. grape fruit —  
Back to the Office — looking  
for another thin summer skirt  
but no luck — 1.45 Directors'  
meeting. 2.45 Finance  
Committee meeting. Left  
at 4.45 with Moody and  
Mausfield — to Allston via  
detour. Home. Front Porch.  
Mary & Jim dropped in  
for a few minutes on  
their way to Weston +  
1 set 5 Paper Barrels in front  
off the front of the lawn.  
Dinner — Potage — Roast  
Beef in gravy — Mashed  
Potato — Asparagus au  
Toast — Rolls. Milk — Banana  
short cake. upstairs at

7.



## A BAD SIGN FOR THE JAPANESE



Our soldiers marching onto a pier at Camp Stoneman, California, on the first leg of their journey to the Pacific fighting fronts.



Resting at Camp Stoneman before leaving for their troopship

Associated Press





## Showdown for the Far East Showdown

At Camp Stoneman, Cal., a huge embarkation station is preparing American soldiers to fight the Japanese. Men are equipped down to the last de-

tail before embarkation. Here is a showdown inspection of a group ready for shipment to make sure that every man has a complete kit.



*Across the blue reaches of the Pacific*





UNITED STATES ARMY



Tuesday June, twenty first

Aloha Folks--

Well here I can right plank  
on the island of Oahu after a brief  
but good boat ride. I was at the  
Vancouver Barracks in Vancouver, Washington,  
9 miles from Portland, Ore., which by  
the way is a very swell city - unbelievably  
good - I went on Pass there every night -  
had some good meals - saw "heat be in  
St. Louis" for 3d time - went to  
amusement park and stayed on roller  
coaster with gang practically all night.  
Took in all near-by surroundings - had some  
time - as you know I've taken in a lot  
of country - much to my like. Montana  
was most beautiful state with Helena  
about size of Jopeton with enormous

state house upon hill & looks fantastic (dirt roads etc.) - but scenery was beautiful with jagged peaks covered with snow -

I've got so much to tell you - now for latest exciting news - I'm very well and most happy - general consensus of opinion says actual combat may end in Sept. (let's hope so) - I may well be in Pacific for over a year (let us hope not) - anyway

I've seen some amazing sights here.

I'm very near the following places:

Pearl Harbor, Fannin Hickam Field, Honolulu (I shall go there on pass - would like to look up Joan. Tozzer Spaulding if I knew her well enough), famous Waikiki beach, Wheeler Field, etc.

My barracks is located on a hill and the view, I'm afraid, would put Guildhall to shame - high mts. and what is below 'em would knock your eyes out - ask me about that after the war. There are more pineapple fields stretched over this island than all corn & potato fields in Vermont.



Pvt. Nicholas Benton 31739300

Infantry. Co. H 2nd. Plat. 9th Div.  
A.P.O. 2109, San Francisco, Calif.



I'll take Bennett, however, unless, God willing,  
I'll be next summer.

a friend of mine is expecting his camera  
from home - I'll try to get a lot of pictures,  
Lila's a plenty here!

Thanks for all your letters - will write  
soon - with love - a happy  
Christmas to you -

Love to all,

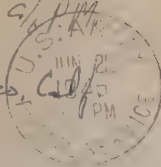
N.B.



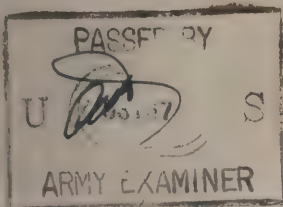
Pvt. Nicholas Benton 31439300

Infantry. Co. H 2nd. Plat. 9/6 P.M.

A.P.O. 21091 San Francisco, Calif.



*Air Mail*



*Air Mail*

Mr. & Mrs. Jay R. Benton

31439300

Belmont, Mass. U.S.A.





Drawn for The Christian Science Monitor

**Eight Main Islands in Territory of Hawaii**

June 21, 1945

Dear Mom and Dad,

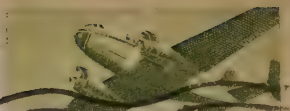
Everything is going along very smoothly on my furlough. I worry quite a little about it, although I shouldn't, and I'll be glad to be on my way next Sunday. All my clothes from Mojave arrived this afternoon and that is a great relief in itself. Just have a few shirts and pants on hand so I'll be all set. I ought to be able to get quite a few points towards a buck of a Roast Beef up at the ration board. Besides the regular, I might see an old classmate of mine and





Sta. J. Benton  
CUSD-10 madd-51  
mca 2 - Santa Barbara.  
California

(A. 2)



get a few extra.  
The weather here  
is real bad. It's foggy  
and clouds all day long.  
It wouldn't surprise  
me if the outfit went  
to Mexico for a while. At  
least you can get in lots  
of flying hours back there.  
I sleep wonderfully here  
with the ocean nearby. I  
feel great when I wake  
up each morning. They  
have a soft-ball league  
here, too. I may get into  
it when I come back. I  
don't like the game too  
well although it's much  
like baseball. Don't forget,  
I'll be home on or about  
my birthday. Keep me posted.

Love,

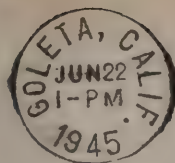
Your son Peter

See you soon!

Handwritten text in a cursive script, likely Urdu or Persian, covering the main body of the page. The text is arranged in approximately 15 horizontal lines, though some are faint and difficult to decipher. It appears to be a formal letter or a detailed account.

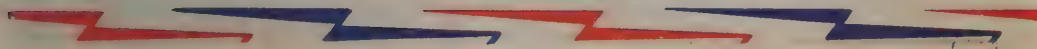
Handwritten text at the bottom of the page, possibly a signature or a concluding phrase. It is written in a similar cursive style to the main body of text.

Mr. J. Benton  
Box 10, m.s. 5-51  
mca Santa Barbara,  
California

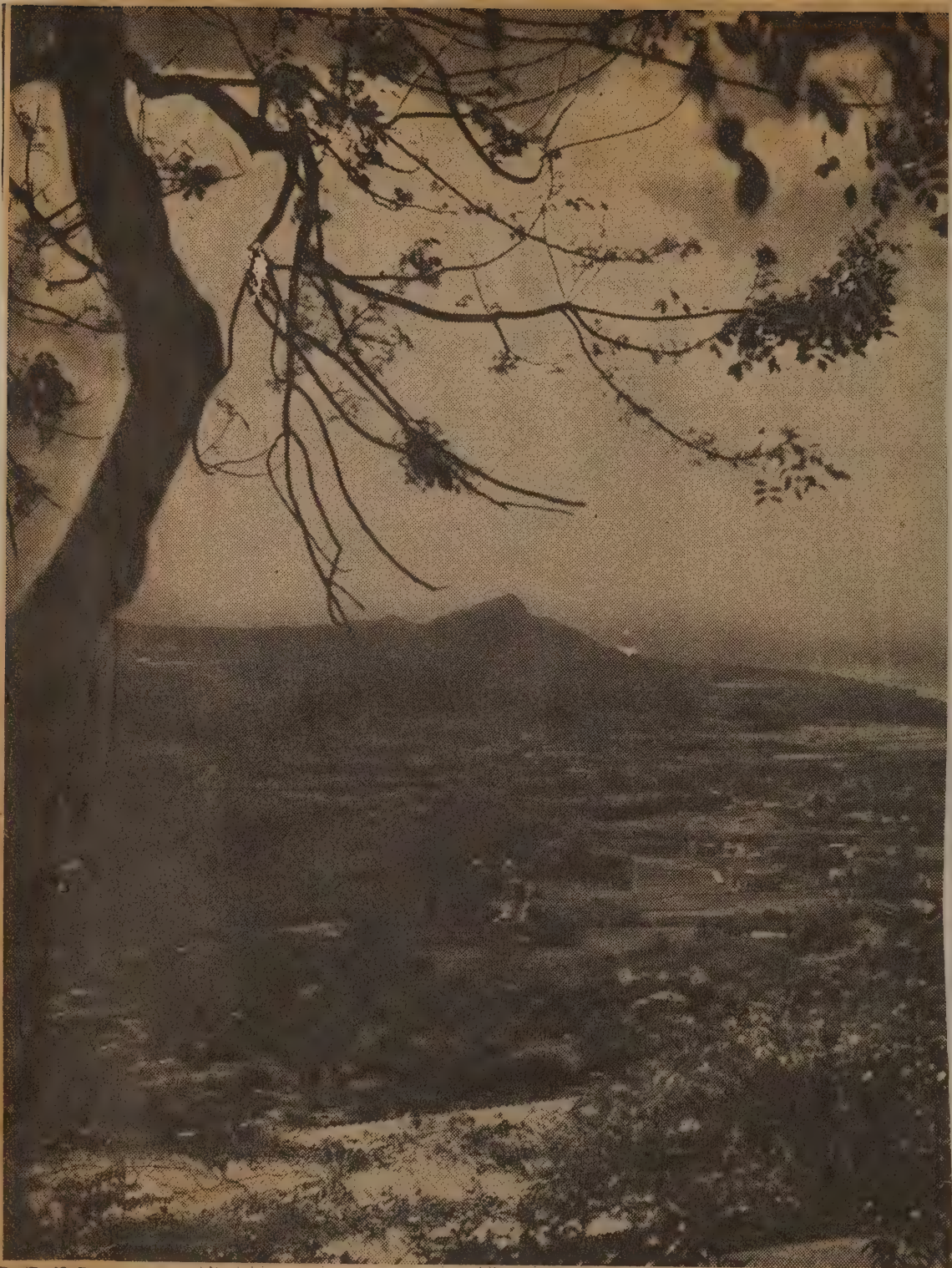


~~VIA~~ AIR ~~MAIL~~

Mr. and Mrs. Jay R. Benton  
3 Reynouette Road  
Belmont, Massachusetts





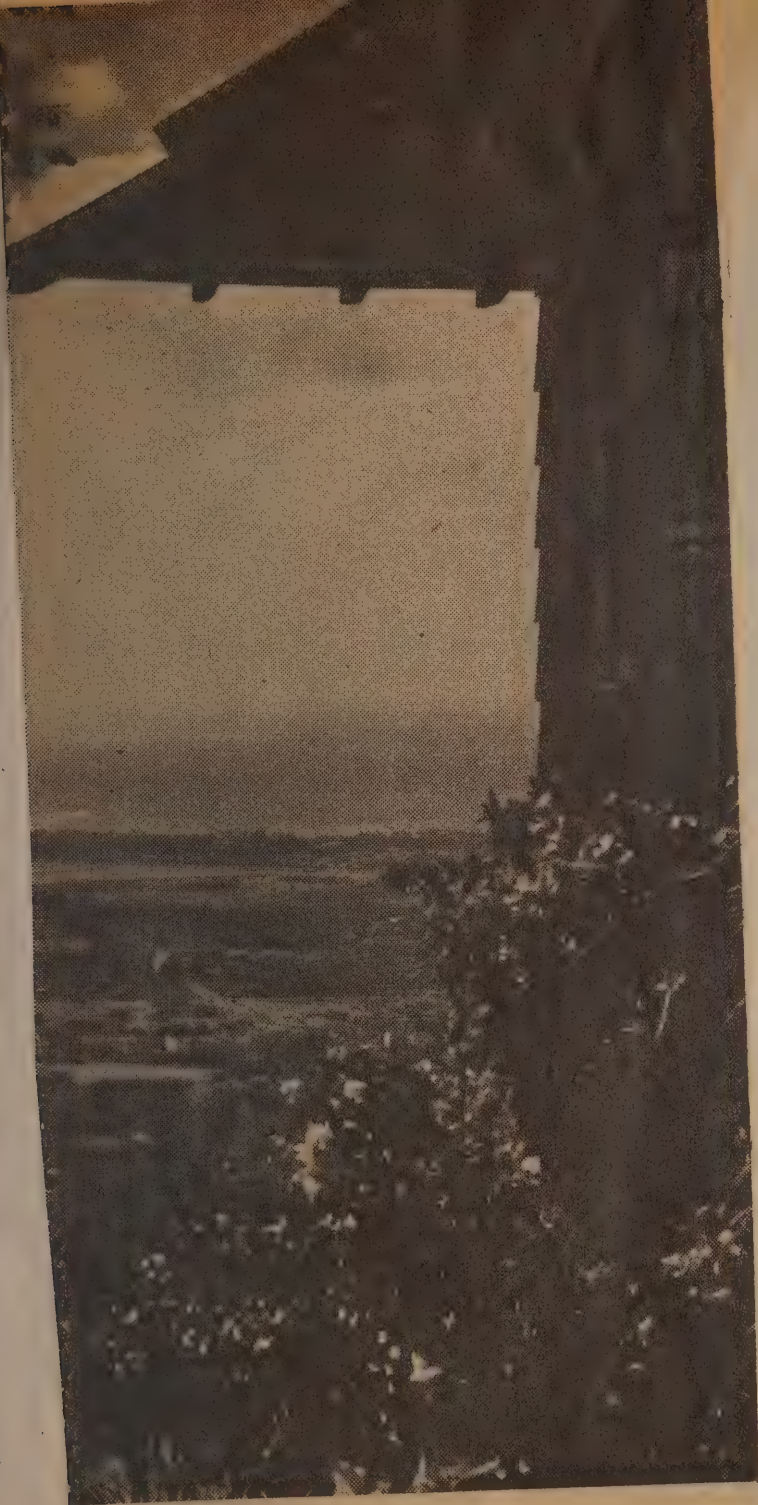


Pan Pacific Press

Looking Toward Diamond Head and Waikiki Beach From Summit of Mt. Tantalus,

HERE is NICHOLAS !  
JUNE 1945





With University of Hawaii in Center Foreground





ARLINGTON GAS LIGHT COMPANY

Notice of Regular Meeting of Directors

Boston, Massachusetts  
June 15, 1945

To the Directors

Arlington Gas Light Company:

You are hereby notified that a Regular Meeting of the Board of Directors of Arlington Gas Light Company will be held in the Directors Room, 11th floor, 441 Stuart Street, Boston, Massachusetts, on Thursday, June 21, 1945, at 10:30 o'clock in the forenoon, for the transaction of such business as may be brought before the meeting.

Ralph D. Washburn

Clerk

THE UNIVERSITY OF CHICAGO

DEPARTMENT OF THE HISTORY OF ARTS

and the University of Chicago Press

CHICAGO, ILL.

1911

THE UNIVERSITY OF CHICAGO PRESS

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1911

THE UNIVERSITY OF CHICAGO PRESS

ARLINGTON GAS LIGHT COMPANY  
Regular Meeting of Directors

June 21, 1945

10:30 A. M.

Agenda

(1) Approve last minutes. March 15, 1945.

(2) Approve Financial Statements:

a. Comparative Earnings Statement for the one and five months' periods ended May 31, 1945 and 1944.

b. Comparative Balance Sheet as at May 31, 1945 and 1944.

(3) Declare dividend. \$1.45 payable June 26, 1945 to stockholders of record June 21, 1945.

(4) Approve agreements:

Agreement with Boston Consolidated Gas Company extending agreement dated February 21, 1930, said first-mentioned Agreement being dated May 14, 1945 and executed by Thomas G. Dignan, President.

Lease from Edmund C. Sanderson, covering the store numbered 4 Mt. Vernon Street in Winchester, Massachusetts, dated March 30, 1945 and executed by Thomas G. Dignan, President and Elmer H. Lothar, Assistant Treasurer.

(5) Any other business.

(6) Adjourn.

File  
Reviewed  
Boston  
Attended by



THE UNIVERSITY OF CHICAGO

DEPARTMENT OF THE HISTORY OF ARTS

CHICAGO, ILLINOIS

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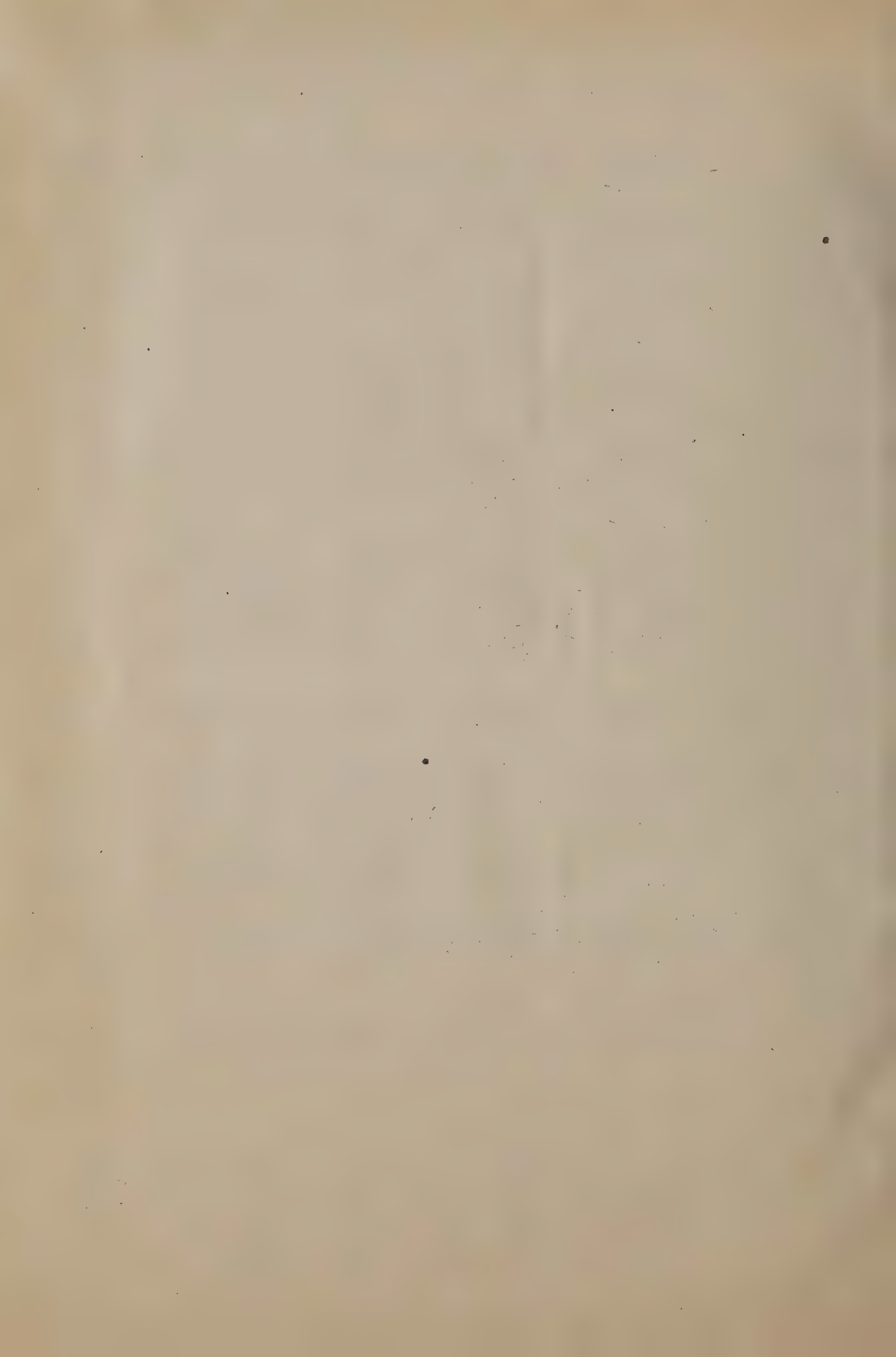
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44.





ITEM	19 43	19 44	INCREASE OR DECREASE
(A)	(B)	(C)	(D)
<b>ASSETS</b>			
CURRENT ASSETS			
CASH DEPOSITS	300 538 44	302 912 59	2 374 15
RECEIVABLES AND ADVANCES RECEIVABLE			
ACCOUNTS RECEIVABLE	60 248 67	61 200 17	951 50
INVOICES AND SUPPLIES	13 405 67	14 770 15	1 364 48
Prepaid Insurance	290 040 00	289 000 00	1 040 00
TOTAL CURRENT ASSETS	675 192 70	617 882 91	57 309 79
DEFERRED ASSETS AND UNADJUSTED DEBITS			
PREPAID ACCOUNTS	4 237 64	3 507 49	730 15
DEBT ON LONG TERM DEBT			
UNADJUSTED DEBITS	3 241 90	7 323 11	4 081 21
TOTAL DEFERRED ASSETS AND UNADJUSTED DEBITS	7 479 54	10 830 60	3 351 06
EQUITY AND FUND ACCOUNTS			
INVESTMENT	3 335 181 01	3 338 648 93	3 467 92
INVESTMENTS	11 050 58	556 88	10 493 70
REDEMPTION FUNDS			
TOTAL INVESTMENT AND FUND ACCOUNTS	3 405 172 49	3 895 204 91	4 022 03
GRAND TOTAL ASSETS	4 087 844 61	4 017 918 42	69 926 19
<b>LIABILITIES</b>			
CURRENT LIABILITIES			
RECEIVABLES AND ADVANCES PAYABLE			
ACCOUNTS PAYABLE	36 833 45	36 304 03	529 42
DEBTS DECLARED			
TOTAL CURRENT LIABILITIES	36 833 45	36 304 03	529 42
DEFERRED LIABILITIES AND UNADJUSTED CREDITS			
MEMBERS DEPOSITS	10 082 05	14 484 83	4 402 78
DEBTS PAYABLE NOT CURRENTLY DUE			
DEFERRED ACCOUNTS	145 521 54	193 262 35	4 740 81
DEBT ON LONG TERM DEBT			
UNADJUSTED CREDITS	8 133 55	5 715 94	2 417 61
TOTAL DEFERRED LIABILITIES AND UNADJUSTED CREDITS	203 833 14	213 463 10	9 630 00
LONG TERM DEBT			
MORTGAGE BONDS			
TOTAL LONG TERM DEBT			
TOTAL LIABILITIES	240 702 59	249 707 19	9 004 60
EQUITY CAPITAL AND RESERVES			
PREFERRED STOCK			
COMMON STOCK	2 281 500 00	2 281 500 00	
PAYABLE STOCK			
MEMBERS ON CAPITAL STOCK	219 501 70	219 501 70	
PAID FOR DEPRECIATION	1 196 187 67	1 132 287 31	63 900 36
RESERVES	12 377 32	9 909 36	2 468 00
CONTRIBUTIONS FOR EXTENSIONS			
RESERVES	136 505 53	125 011 96	11 493 57
TOTAL INVESTED CAPITAL AND RESERVES	3 343 132 22	3 760 211 23	4 167 09
GRAND TOTAL LIABILITIES	4 086 844 61	4 017 918 42	68 926 19

# Boston University Law School Association



There will be a meeting of the Executive Committee, at the  
Law School 11 Ashburton Place, Boston, Mass.

On Thursday, June 21 at 4 P.M.

Important business will be transacted, especially

Final arrangements for Enting

EDWARD M. DANGEL  
Treas.

June 21, 1945

Mr. Harley S. Hall  
Guildhall, Vermont

Dear Harley:

When you are mowing your meadow this spring, I would appreciate it very much if your man would carry on over and mow the meadow of the Benton Cottage. I would like, for a change, for it to be looking better when I am up this summer than it has recently.

Sincerely yours,

*Jay P. Benton*

JRB:BCC



# THE HOME FRONT

By Dah

THE NEW YORK STATE OFFICE OF CIVILIAN PROTECTION, ANTICIPATING THE DISBANDING OF 22,000 AUXILIARY FIREMEN, BARRED THEM FROM FURTHER RIDES ON FIRE ENGINES AND SLIDES ON BRASS POLES.

(NEWS ITEM)



IT HAD TO COME, WE SUPPOSE.

AIR RAID WARDENS ONLY NEED ONE POINT FOR AN HONORABLE DISCHARGE.



AND THEY'RE GETTING THAT NOW.

THEY DID SUCH A GREAT JOB THAT ONE SINGLE BOMB FELL ON BOSTON.



AND THOSE BUCKETS OF SAND UNDERLY SAVED MANY PEOPLE FROM FALLS ON THE ICE LAST WINTER.

WE DON'T KNOW WHICH ONE IT WAS WHO USED TO HIDE IN THE HEDGE AND YELL WHENEVER WE LIT A MATCH —



BUT WE SUSPECT IT WAS MR. GRIMPLE, THE POST WARDEN.

THE AUXILIARY POLICE HAVE STACKED THEIR BATONS AND RETIRED TO A PEACEFUL EXISTENCE.



THEY GAVE US A DISTINCT DISLIKE FOR DOORWAYS AND A HEARTY APPRECIATION OF THE REGULAR COP.

AND LET US NOT FORGET OUR NEIGHBORS WHO SERVED IN THE COAST GUARD TEMPORARY RESERVE.



IF THEY'D EVER FALLEN OVERBOARD THEY WOULD HAVE SUFFERED CRAMP FROM ENTERING THE WATER RIGHT AFTER EATING.

America has won a new base in the Pacific—one pointed straight at Japan.

The battle for Okinawa, the hardest, toughest and bloodiest of the Pacific war, is over. Admiral Nimitz says the fighting on Okinawa has reached the mop-up stage. Organized resistance is at an end.

## Summer Begins With Fair Weather, But Showers May Come

Today, Boston's first day of Summer, 1945, was a happy contrast to the wettest Spring on recent record preceding it.

Clear, sunny weather prevailed throughout the morning. Partly cloudy skies were predicted for afternoon. It was comfortable in spite of the rapidly soaring thermometer, expected to reach 85 degrees.

The relative humidity was lower than it had been so far this week. With the thermometer registering 67 at 8:30 o'clock, the relative humidity was only 65 percent—and dropping.

The Weather Bureau forecaster said that there is a possibility of a thunder shower here late this afternoon.

Thursday, June 21<sup>st</sup> 1945  
Breakfast on the front porch.  
Orange juice. Corn flakes -  
Scrambled eggs - diced ham -  
Toast - Iced coffee. To the square  
with Frances. Subway - Office - Work Home  
not in - He taking his wife to doctor for  
another X Ray - At 10.30 to New England Power  
Building, 441 Stuart St. to directors' meeting of  
the Arlington Gas Light Company. Subway -  
back to the office - Out to lunch, send,  
at 12.30 - to Leroni's on Washington St..  
Lobster Salad Plate - Roll - Cottage Cheese -  
Iced Coffee. Strawberries & Cream. To White's  
& Bought 2 more thin shirts and 2 more  
mott's Cape Vaporizers. To Jordan's - left  
Libur - to Woolworth's for indelible ink.  
Office - work to 4.30 - With Moody  
and Mansfield - got out at the Cambridge  
St. Bridge. Walked to "Tree Lands" Bought  
another shrub - a mock orange, (Philadelphus  
Coronarius) - Griffins - Home. Front Porch -  
Girls out - Frances Cooking Dinner on the  
front porch and then to Bed.



# Nice, Warm Week-End Coming

The long deferred Summer, according to the weather forecasters, is now at hand and the next few days should be fair.

The cloudiness which filled the skies today was slowly diminishing and the prediction was that there will not be rain today for the next few days.

Further prediction was made that the temperature today would reach a maximum of 74 degrees later in the day and that the humidity would not reach great heights.

"It will be a comfortable day," said the forecaster. "And," he continued, "we may look forward to a nice warm week-end."

Friday, June 22, 1945

It was nice on the front porch so there I had my breakfast - orange juice - corn flakes - picked creamed fish + egg - toast - iced coffee. Shaved Louis where to plant the shrub. To the

square, with Frances. Subway - office - Bucy today interviewing, with Mansfield and Lane, girl's applying for summer positions - before the day was over had hired twelve and allocated them to departments - out to lunch to State St. Station - subway to North Station -

Procured time tables re trip to Guildhall this summer - Had lunch in the Hotel Manger Oyster Bar - Jellied Beef Buillion. Yankee Pot Roast - Roll - Iced Coffee -

Grapefruit - Elevated to Milk St. - then to office - Work - Left at 4:45 -

with Moody, Mansfield, & Leary - to Allston - then home. Front Porch.

Mary. Time up for dinner - Anchovy Canaries. Spring Onions - Tomato quarters. Spiced Tomato Soup. Broiled Mackerel.

Parsley Potatoes - Spinach with egg. Lettuce & Tomato Salad - Milk -

Peach Shortcake. Up to Bed happy.



June 22, 1945

Dearest Mom and Dad B.,

We're all healthy and happy down here and hope you and the family are the same.

Leslie weighed  $12\frac{1}{2}$  lbs. yesterday. Had her to the doctor yesterday for a check-up and some advice on her feeding. He told me to increase the milk in her formula and to start her on Pabulum (now the fun begins!).

Dave has been flying every other day. On Wednesday

he went to Havana — didn't land but said he saw pretty much of Cuba from his seat in the nose.

It has been raining for five days — hope it lets up over the weekend so we can get on the beach. Also, we want to take more pictures of herlie. We're able to have only one set printed down here so enclosed are the negatives. Will you please have some prints made and send a set down to us? Next time we'll send the negatives to Arlington.

Dearest love,

Jeanne, Dave, & herlie.









"PUNKINS"



DAVID



JEANNE

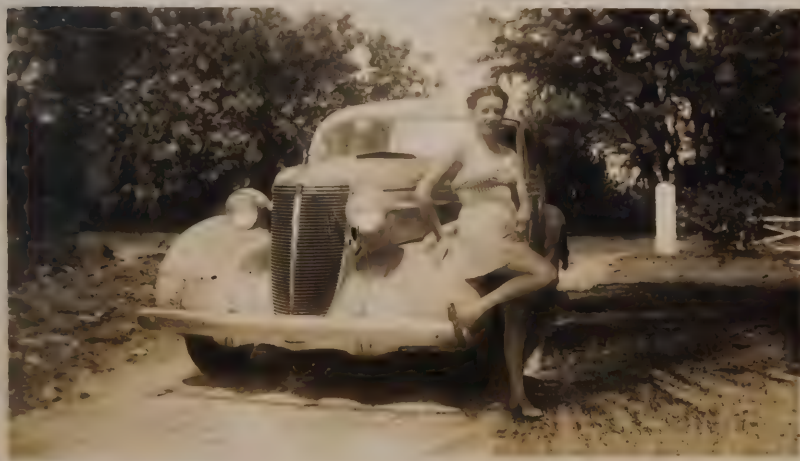
JUNE 22-1945







DAVID  
AND  
JEANNE'S  
COTTAGE  
—  
DELRAY  
BEACH,  
FLORIDA  
—



THE  
NEW CAR  
AND  
JEANNE

JUNE 22, 1945



Filed  
June 22, 1945  
Guildhall, Vt.  
June 22, 1945

Mr. Jay R. Benton  
160 Congress St.,  
Boston, Mass -

Dear Jay,

Will be very glad to mow the meadow for you and clean it up. How's everyone?

All's fine with us. Fred is with us this week. Boys all well. Looking for Frank home almost any time.

Milton Richardson is the first of the Guildhall boys to arrive in the States.

Bob and Stan haven't points enough for a discharge, but Frank has ninety, so we are hoping - Shall be looking forward to seeing you -

Yours Truly

H. S. Hall (By the way)





UNITED STATES ARMY



Saturday June twenty-third

Dear Dad,

Had to write you before training  
- for I received my first mail in  
about two weeks - and I received  
32 letters - all from you - I can never  
thank you enough - there's nothing  
quite so cheering. Those papers cut up  
in individual envelopes were killing;  
also excellent reading. Was extremely  
moved to see that Paer is retiring.  
If you get any inside dope as to  
who's to succeed him, let me know. Are  
you now checking Powell's column  
or what's the low down on that?

Naturally I'm limited as to what  
I can tell you about what I've been





Pat. Hinkley Canton 2.9.9.24

Co. H 1st P.M.

A.P.C. 2.17.1 San Francisco



doing but the training is far more  
interesting than in the states. I've  
just had two more heavy shots making  
a total of 9 now - was just a little sore  
but not as bad as most boys would  
have you believe them to be.

Do you know, Dad, that there's an  
ice rink here - less money is  
spent riding - I plan to take both in  
our first pass -

The movies here are free and  
recent - 16 M.M. instead of 35 M.M. but  
you'd never know the difference.

The natives on the island (at  
least the ones on the coast) are friendly  
and easy going like any Americans.

On troop marches we walk  
by houses and bungalows that are  
more modern than those on Belmont  
Hill. Very nice.

Will write again soon -

Love,  
Dick









CLASS OF 1911 - BOSTON UNIVERSITY LAW SCHOOL

Read it and Weep! Here it is! 34TH ANNUAL REUNION!  
We will all get together again on SATURDAY, JUNE 23RD, 1945 at  
the NEW OCEAN HOUSE at SWAMPSCOTT, in connection with the Annual  
Outing of the Law School Association.

The program says: golf - baseball - quoits - tennis -  
bathing - bridge - croquet. So far as 1911 is concerned, we will  
confine ourselves to high and low jinks.

Outing starts at 1:30 and the Dinner at 7 P.M. We do  
not have an opportunity to meet together very often, so hope to  
see you at Swampscott. The tickets are priced at \$5 - payable to  
the B. U. Law School Association - mail to me.

Your Friend for Thirty-Six Years

Joey R. Benton

Factotum

June 12., 1945

# PAQUET HEADS SCHOOL BODY

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## Other Officers Named by B. U. Law Group

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Wilfred J. Paquet, Boston attorney, was elected president of the Boston University Law School Association at the annual outing of that organization held at the Ocean House, Swampscott, yesterday. He succeeds John J. O'Hare.

Dist. Atty. George E. Thompson of Middlesex county was chosen first vice-president, while Edward M. Dangel of Chestnut Hill was elected second vice-president and treasurer. Alexander Welch, Boston attorney, now a naval lieutenant, was selected as third vice-president. The new secretary is Leo E. Sherrey of Salem.

Elected as members of the executive committee for three years were Frank E. Smith of Taunton, district attorney of Bristol county; Eugene J. Sullivan of Taunton; Samuel Sahmy of Fitchburg; Max Ulin of Boston and Miss Bertha B. Levenson of Chelsea.



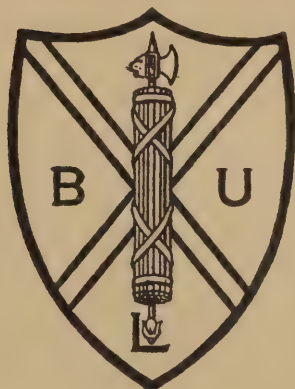
**BOSTON UNIVERSITY LAW SCHOOL  
ASSOCIATION**

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**OUTING**

**1:30 P. M.**

---



---

**DINNER**

**7 P. M.**

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**SATURDAY, JUNE 23, 1945**

**NEW OCEAN HOUSE**

**∴**

**SWAMPSCOTT, MASS.**

---

**. . A TRIBUTE TO . .**

**DEAN MELVIN M. JOHNSON**

**AND MEMBERS OF CLASSES 1873 - 1895**

---

Enjoy an afternoon of sports and an evening of entertainment with  
Distinguished Speakers.

---

**LADIES INVITED**

---

**GOLF**

**BATHING**

**BASEBALL**

**BRIDGE**

**QUOITS**

**.. PRIZES ..**

**WHIST**

**TENNIS**

**CROQUET**

**GEORGE E. THOMPSON, Chairman**

**Court House, Cambridge, Mass.**

---

Tickets \$5.00 per person — may be obtained from

**EDWARD M. DANGEL, Sec'y-Treas.**

**18 TREMONT STREET, BOSTON 8, MASS.**

# Air View of Massachusetts' North Shore



ARROW POINTS TO THE NEW OCEAN HOUSE —

Those familiar with this coastline will be particularly interested to note prominent landmarks. In the immediate foreground is Orient Heights. The broad crescent is Revere Beach and the long causeway leads to Nahant. Marblehead and Marblehead Neck are just above the arrow, and Salem is slightly north and inland.

Cape Ann, where are located the quaint and famous fishing towns of Gloucester and Rockport, is the stretch of land in the upper right. Plum Island and the Isle of Shoals are faintly discernible a few miles off shore, and in the upper left is Portsmouth, New Hampshire.

JUNE 23, 1945

**Boston University  
Law School Association**



*New Ocean House*  
*Swampscott, Massachusetts*  
Saturday June 23, 1945



## OFFICERS

### President

John J. O'Hare  
31 St. James Avenue, Boston

### Vice-President

Wilfred J. Paquet  
40 Broad Street, Boston

### Secretary-Treasurer

Edward M. Dangel  
18 Tremont Street, Boston

Cherry Juice Cocktail

Queen Olives

Salted Mixed Nuts

Native Celery

Cream of Tomato, Quenelles

Dinner Rolls

Ramequin of Lemon Sole au Gratin

Broiled Live Swampscott Lobster, Drawn Butter

Thin Fried Potatoes

Green Peas

Hearts of Lettuce, French Dressing

Harlequin Ice Cream

Petits Fours

Demi Tasse







## WAR MANPOWER COMMISSION

REGIONAL OFFICE

File

Received

Bentley

JUN 20 1945

55T removed to  
Boston (R) Mass

19 June 1945

Dear Jay:

Just got back from out of town and dropped into my old law office and found yours pertaining to the Reunion on the 23rd.

You perhaps know that I have been with this Commission for several years and we have to work six days per week of 8 hours or more per day. Added to this I have the New England Region to supervise, and so, I am extremely sorry that I cannot be with the gang on Saturday.

Please remember me to the bunch.

Still your friend after 36 years plus.

Cordially

Samuel H. Rosfubell  
(Lieut Colonel IR)

Field Supervisor. W.M.C.

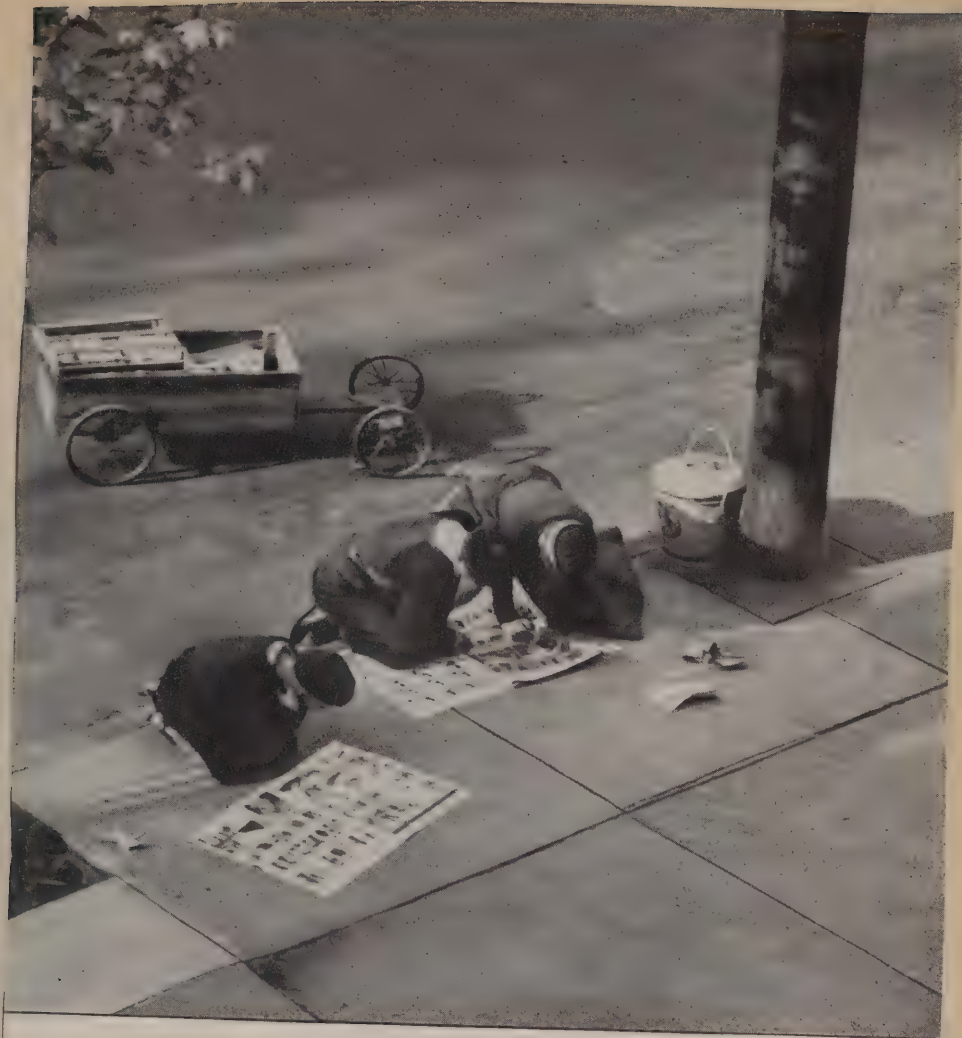


Saturday, June 23, 1945

Frances was down for a smuggle as she was yesterday morning. Jane brought up my breakfast at 8.30 - orange juice oatmeal and cream. Poached eggs on toast - Iced coffee - Up at 9.30 hung up moth cake cans - marked shirts with indelible ink - Called up Roger Kents but my suit not ready - To the Square with John. To Kewbs for nuts, to Sage's for assorted Candies, to Terrandoes but my suits not back - to the Big Bear for 2 dozen Bulkie Rolls and a loaf of Rye Bread. Back to the house - Walked up to the Harvard Trust Branch at Willow St. to get a check cashed. With Frances while she drove down to Griffin's and then to Waverley to Greer's Fish Market. While there I went into a First National and Bought 2 Boxes of Corn Flakes, 1 of Shredded Wheat, 1 of Pilot Crackers, 1 Canister of Santa Coffee - Back to the house. Luncheon on the Porch. Iced Consommé. Minced Roast Beef on a Bulkie Roll. Milk - Watermelon



Rested until 4.15 - Meanwhile Frances  
had darted in and out to Boston  
Red Cross and up to Cushing Square  
for our Sunday dinner + Up and  
freshened up. With Jim + Mary to  
Harvard Square - Subway to Washington  
St. changed - Subway to North Station -  
took the S. 22 train to Swampscott -  
Walked to the shore and to the new Ocean  
House and it was a long, long walk -  
Met the gathering members at  
the Annual outing and dinner  
of the Boston University Law School  
Alumni Association. Had a fine  
time - Much camaraderie in the Tab  
Room - sat with George Kearsley  
and Bill Pullen - then came  
Willard Lombard and Jim McInerney.  
Up stairs to the Class of 1911 Table -  
Also there were Jack Higgins, Ed. Peters,  
and Sam Desser. Main course  
was Broiled live Lobster + Speaking was  
pretty long. Had a ride home with  
Eelix Forte - Pleasant to chat  
with him again - To Bed at 11.30



**Sunday Morning, Early**—A glimpse of unadulterated American life, involving typical paper boys at their customary Sunday morning concentration on the comics before starting on their routes.

The PAPERS  
WERE LATE TODAY.  
SUNDAY. JUNE 24, 1945





UNITED STATES ARMY



Sunday June twenty fourth

Dear Ma -

I should be getting paid soon - and  
I shall take my self into Honolulu and  
get a nice - air Ward - night with  
the "f-bless".

There's really not too much to write  
at this point - but I could really let loose.  
if there wasn't a censor - a little funny!

The camp is in a nice spot  
but I have no more to say about it.

Some of the men are more  
persistent than the haggie men in  
Honolulu. I - really! Boy do they  
mess up! Now I know why their mess  
our mess is doing so well!

I'm waiting for my first pass - which  
will be for seven months! What a mess.  
Love, Dick



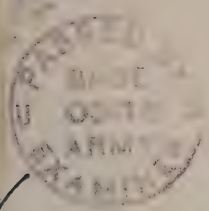
Nicholas Benton 31439300

6:17 P.M.

21091 San Francisco



OPENED BY



Mrs. Mary K. Benton  
c. Department of Rel.  
Department, Wash.

rack

U. S. ARMY EXAMINER





## Hub Promised Ideal June Day

Ideal weather was in prospect today as Boston greeted the first Sunday of the summer.

The official forecast predicted fair and continued warm weather with the highest temperature in the upper eighties. Cooling westerly breezes were promised, however, to alleviate any discomfort.

Sunday, June 24<sup>th</sup> 1945 X

Woke up late and well

rested - Breakfast upstairs at 8-30

Orange juice - corn flakes - a codsteak -

Pan Fried Potatoes - Half a Bulkie Roll

iced Coffee. Up and out of bed at

9.15 and started doing this and that for

the day. Up to see Mother at 11 Oak

Avenue at 11.30 and stayed until

12.30. Back to the house. Out on the

West Lawn. This was a perfect day - the

weather salubrious - Many and Jim were

out for dinner. Barbara and her friend

of hers dropped around to chat for

a brief while. Dinner at 2.15 - Roast

fried ham. Mustard. Creamed Potatoes.

Creamed Onions. Bulkie Rolls. Tomato

& Lettuce Salad. Peach shortcake. Read

papers and rested the remainder of

the day. Snoozed out on the sleeping

porch part of the afternoon. X. Had

a tub Bath at 6.30. Frances made me

an open lobster sandwich for supper -

also had sliced bananas and a glass

of milk. Read papers for a while -

but fell asleep early. Had a good

night's sleep -



## Storm Not Expected to Hit New England

New Englanders need not worry about the tropical storm which is moving up from the South. The hurricane will not hit here, in the opinion of the local forecasters.

There may be showers here and there and tides will rise high, but the showers and the waves are not expected to reach dangerous proportions.

The temperature in Boston was 89 degrees this afternoon and forecasters indicated that it would not exceed that mark.

The humidity of 52 degrees was tempered by a 15 mile an hour wind from the southwest.

Possibility existed that there would be showers before sunset.

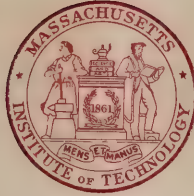
The forecaster said that the hurricane was skirting the coast from South Carolina and was expected to move to the sea long before it reached the New England area.

A telephone message from Georgetown later in the day said a heavy rainfall was the only result of the hurricane felt there.

Monday, June 25th 1945  
This was an exceedingly busy day. For breakfast it was out on the front porch again. Orange juice - wheat germ - fried eggs - Bacon - Toast - Iced coffee. The Monday suit less and as heavy as could

be. To the Square with Frances. Subway - office - Working fast - interviewed five more girls applicants for jobs. At 11 came Young of Colton Co. on the annual advertising. At 12.30 over to the Safety Deposit Vaults to take out City of New York Bonds and attend to other security transactions - to the Second National Bank. Wined Peter at Santa Barbara, Calif. \$125. Out to lunch at I - getting very hot. To Higgett & Melvin Badgers - to Pieroni's on Washington St. Soft Shell Crabs on Toast. Tartar Sauce. Green string Beans - Iced Coffee. Roll. Cottage Cheese. Strawberries & cream - to Higgett - to Cobb, Bates, & Latta for flowers. Back to the office - At 2.30 meeting of the Finance Committee to discuss further our subscription to the Treasury Bonds in the Tin War Loan. At 4 over to 80 Federal St to the headquarters





OFFICE OF THE PRESIDENT

June 15, 1945

Mr. Jay R. Benton  
Boston Mutual Life Insurance Company  
Boston, Massachusetts

Dear Mr. Benton:

I wish to extend you an invitation to be present at a small conference where representatives of the United States Department of State, the International Chamber of Commerce, and the American Arbitration Association will join with those present in discussing the arbitration of international disputes.

The meeting is being arranged by the Department of Economics of the Massachusetts Institute of Technology and is sponsored by the following committee: Messrs. Ralph Flanders, Lincoln Filene, Henry S. Dennison, Henry J. Nichols, Charles E. Spencer, Jr., Robert G. Dodge, Donald J. Moore, Roe S. Clark, and Dean Donald K. David.

The brief program will include Mr. H. H. Wheaton, special adviser on arbitration to the United States Department of State, who will discuss "International Arbitration"; Dr. Wesley A. Sturges, professor of law at Yale University, who will discuss the "Importance of Arbitration Law"; Mr. John P. Gregg, executive director of the American section of the International Chamber of Commerce, who will discuss "Achievements in International Arbitration"; and Miss Frances Kellor, first vice president of the American Arbitration Association, who will discuss "International Arbitration in a Boston Headquarters."

This meeting will be held at the Algonquin Club on Monday, June 25. Cocktails will be at 5:45 P.M.; dinner at 6:45. Dress will be informal.

In behalf of the M.I.T. Department of Economics and of the sponsoring committee, I am happy to invite you to be present. Please reply to Donald S. Tucker, 77 Massachusetts Avenue, Cambridge.

Very sincerely yours,

*Karl T. Crompton*  
President



# Group Wants Boston To Be Arbitral Hub

The possibility that Boston may shortly become the regional headquarters of a world-wide system for arbitrating business disputes between foreign and local companies and contractors was disclosed last night at a meeting of Massachusetts business leaders in the Algonquin Club.

Springboard for the movement to establish international commercial arbitration facilities in Boston was the appointment of a committee of representative local businessmen to study ways and means of setting up the machinery. The committee:

Henry J. Nichols, Vice President of Shawmut National Bank, and Chairman of Massachusetts Division of the New England Council; Jay R. Benton, President of the Boston Mutual Life Insurance Company, and Chairman of the Greater Boston Development Committee; Alden C. Brett, Treasurer, Hood Rubber Company, and Executive Director of the Greater Boston Development Committee; Charles F. Dutch, Boston attorney, and former Chairman of the Maritime Association of the Boston Chamber of Commerce; Ralph Flanders, President, Federal Reserve Bank of Boston.

At last evening's dinner a broad picture of the steadily growing functions of international arbitration was given.

## Experts Note Progress

H. H. Wheaton, special advisor on arbitration to the United States Department of State, discussed the growth of arbitration particularly in relationship to the San Francisco Conference.

John P. Gregg, Executive Director of the American section of the International Chamber of Commerce, outlined the many arbitral agreements administered by the Chamber of Commerce over 20 nations.

Miss Frances Kellor, First Vice-President of the American Arbitration Association and perhaps the prime mover in the United States in this cause, outlined in-

ternational arbitration in a Boston headquarters. Through the work of these various organizations scores of thousands of arbitration proceedings have been undertaken, avoiding long and expensive litigation, supporting the sanctity of contract, and promoting better business relations.

## Some Examples of Support

"The advance promise to arbitrate, when there is no dispute," said Miss Kellor, "is the vital part of our work. Over 90 per cent of these promises are carried out."

Illustrations were given of the support of arbitration awards by American courts even though the arbitration itself took place in foreign countries and was decided against American companies. Not long ago a Seattle court upheld an arbitration held before Pearl Harbor in Shanghai against an American company.

Well-grounded arbitration procedures constitute an important trade asset, it was explained. Establishment of arbitration facilities in Boston would therefore promote the development of the Port of Boston, a goal so strongly supported by Massachusetts leaders today.

## Great Program in Russia

Asked the attitude of Soviet Russia toward commercial arbitration agreements and private business, Miss Kellor said that the Soviet Union has one of the most highly developed commercial arbitration systems in the world. There is a tendency in Russia to want foreign organizations to arbitrate within Russia on the basis of their system. But the Soviet Union has concluded no commercial treaty without an arbitration clause. This has helped to promote sound business relations between Russia and many foreign countries.

The group of about 40 Boston business leaders who met last night expressed lively interest in the possibilities of establishing arbitration facilities for international cases in Boston. The Committee, which can add to its own membership, was instructed to study the whole situation and report on ways and means for establishing international arbitration here. Co-operation with various arbitration associations and the International Chamber of Commerce is envisaged in order to set up these techniques. It was felt that there was every reason to anticipate the sound establishment of arbitration facilities here and the further strengthening by this means of Boston's international trade position.



## Hopeful Move

An encouraging manifestation of the alertness of Massachusetts industrial leaders to the postwar welfare of the state is the organization here of a drive to secure for Boston the distinction of becoming **the** regional headquarters in some inevitable world-wide system for arbitrating business disputes between foreign and local companies and contractors. If it succeeds, as is likely, it is certain to stimulate greatly the growth of the port, the airport and industries in general. The committee headed by Henry J. Nichols may be depended upon to press the opportunity to the utmost.

For 20 years now this process of private settlement of trade misunderstandings has gone on without fanfare, under auspices of the American Arbitration Association and the International Chamber of Commerce (the latter's central office having been located in Paris). Costly litigation has been avoided and issues have been expeditiously decided in tens of thousands of cases. Starting from scratch, Russia has through the years built one of the most highly developed commercial arbitration systems in the world. Our own country's international system in this field must now be rounded out, and the objective is to make **Boston** its judicial capital.



# American Arbitration Association

9 ROCKEFELLER PLAZA • Telephone CIRCLE 5-4700  
NEW YORK 20, N. Y.

CABLE ADDRESS: "ARBITRATION"

TRIBUNALS  
COMMERCIAL ARBITRATION  
TRIBUNAL  
VOLUNTARY LABOR  
ARBITRATION TRIBUNAL  
MOTION PICTURE  
ARBITRATION TRIBUNAL  
ACCIDENT CLAIMS TRIBUNAL  
INTER-AMERICAN  
COMMERCIAL ARBITRATION  
TRIBUNAL  
CANADIAN-AMERICAN  
COMMERCIAL ARBITRATION  
TRIBUNAL

BOSTON OFFICE: HENRY MORANDIERE • CHAMBER OF COMMERCE BUILDING • BOSTON 10 • HUBBARD 6476

July 11, 1945

Mr. Jay R. Benton, President  
Boston Mutual Life Insurance Co.  
160 Congress  
Boston, Massachusetts

Dear Mr. Benton:

I have had copies made of the editorials  
that appeared in the press following the June 25th meeting.  
As I thought you would be interested in having one, I am  
enclosing it herewith.

Very truly yours,

*H. Morandiere*  
HMS

Henry Morandiere

HM:s  
Enc.







# FOREIGN COMMERCE NEWS



11-10403a

July 2, 1945.

ARBITRATION

Can Boston become the hub of an international commercial arbitration system that would compass the world, bringing to Boston trade and traders and linking post war nations with ties of good will.

This was the subject discussed by Massachusetts industrial leaders at a recent meeting in Boston sponsored by the Massachusetts Institute of Technology.

Mr. John P. Gregg of the American Section of the International Chamber of Commerce and Miss Frances Kellor of the American Arbitration Association spoke on what their respective organizations had done in this field thereby avoiding costly litigation and promoting good will.

It was felt that an independent organization to settle international commercial disputes with Boston for its headquarters would support Boston's bid to be the focal point of international trade.

Mr. Henry J. Nichols, Mr. J. R. Benton, Mr. Alden Brett, Mr. Charles F. Dutch and Mr. Ralph Flanders were appointed a committee of five to put this idea into operation.

**Fourteen****The Boston Globe**

Published by GLOBE NEWSPAPER COMPANY  
242 Washington St. Boston 7, Mass.  
(Established March 4, 1872. Evening edition first issued  
March 7, 1878. Sunday edition first issued Oct. 14, 1877.)

FRIDAY, JUNE 29, 1945

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# Boston May Be World's Center of Extensive Arbitration System

**B**OSTON has a chance of becoming the regional headquarters for a world-wide system for arbitrating business disputes between domestic and foreign companies.

A committee to study ways and means of setting up machinery to achieve this goal was appointed recently at a meeting of some 40 Boston leaders at the Algonquin Club.

## Nichols on Committee

This committee is composed of Henry J. Nichols, vice-president of the Shawmut National Bank and former president of the Boston Chamber of Commerce; Jay R. Benton, president of the Boston Mutual Life Insurance Co. and chairman of the Greater Boston Development Committee; Alden C. Brett, treasurer of Hood Rubber Co. and executive director of the Greater Boston Development Committee; Charles F. Dutch, former chairman of the Maritime Association of the Boston Chamber of Commerce, and Ralph Flanders, president of the Federal Reserve Bank of Boston.

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Illustrations were given of the support of arbitration awards by American courts even though the arbitration itself took place in foreign countries and was decided against American companies. Not long ago a Seattle court upheld an arbitration held before Pearl Harbor in Shanghai against an American company.

During an electrical storm which swept Greater Boston early today, lightning bolts struck two homes and a factory in Hyde Park and a city barn in Roslindale, setting two two-alarm fires which caused total damage of

at the Greater Boston Development Committee - for an hour's conference with Alden Brett. Maynard Harris dropped in. Back to the office - at 6.05 over in front of 80 Federal St. met Brett - to South Station - to Park St - out - finally secured a Taxi - to the Algonquin Club - attended a dinner to hear speeches and a discussion on the settlement of international business disputes by arbitration - roped in on to another Committee - Rode home in a taxi to Belmont with Alden Brett - to bed at 10.30 Had a letter from David saying he had flown over Havana. A series of thundershowers kept me awake from 1.45 to 3.45 A.M.



# Hurricane Due to Skip

## N. E.

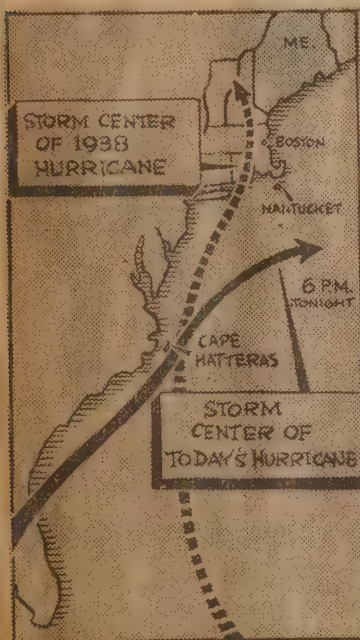
Tuesday, June 26th 1945

This day started out muggy and everyone is wondering about the threat of another hurricane. Rain is sure to come so it was the umbrella once again - Breakfast on the porch - Orange juice - corn flakes - Scrambled eggs + tomato. Bacon - Bulkie Roll - Iced coffee. To the Square with Frances - Subway - office. At 10.30 to the Bank and the Post office - then to Dentino's Barber Shop in the National Shawmut Bank Building. A hair cut & shampoo by "Sol" - It had started raining but let up as I returned to the office. Out at 12.30 and to the "Knockers" Club. Fried Scallops of Haddock - Tartar Sauce - Tomato & Escarrole Salad - Roll - Cottage Cheese - Iced Coffee. Back to the office in driving rain and gusty winds. Real Estate Committee - Worked

G. Harold Noyes, senior meteorologist at the Weather Bureau office in the Federal Building, furnished the background today on this hurricane. It is a well behaved hurricane in all but one respect, Mr. Noyes said.

It is well behaved because it is following the normal course of a hurricane and going out to sea rather than hitting New England. The one thing wrong with it, Mr. Noyes explained, is the time of year when it put in its appearance. Late Summer and early Fall are hurricane seasons, he said, with September the month when they are most likely to appear. Thus, this hurricane is a little brash in showing up in June.

This storm, Mr. Noyes said, was first spotted in the Gulf of Mexico.



Weather Bureau men have been following its course up the Atlantic Coast and marking that course down on maps. The Weather Bureau could have forecast the very moment it was spotted, and just where it would go, with a better than 90 percent chance for accuracy. But the bureau is conservative.

The Weather Bureau could have made such a forecast because hurricanes are creatures of habit. The ordinary hurricane moves northward until it is well into the temperate zone, where it comes into conflict with the prevailing westerly winds of that zone.

These westerly winds, Mr. Noyes said, start pushing the hurricane off toward the east and out to sea.



# The **GEORGE A. WHITE** Service Men's Center

OPERATED BY THE CITY OF PORTLAND . . . EARL RILEY, MAYOR

523 S.W. THIRD AVENUE ★ TELEPHONE BEACON 3667 ★ PORTLAND 4, OREGON

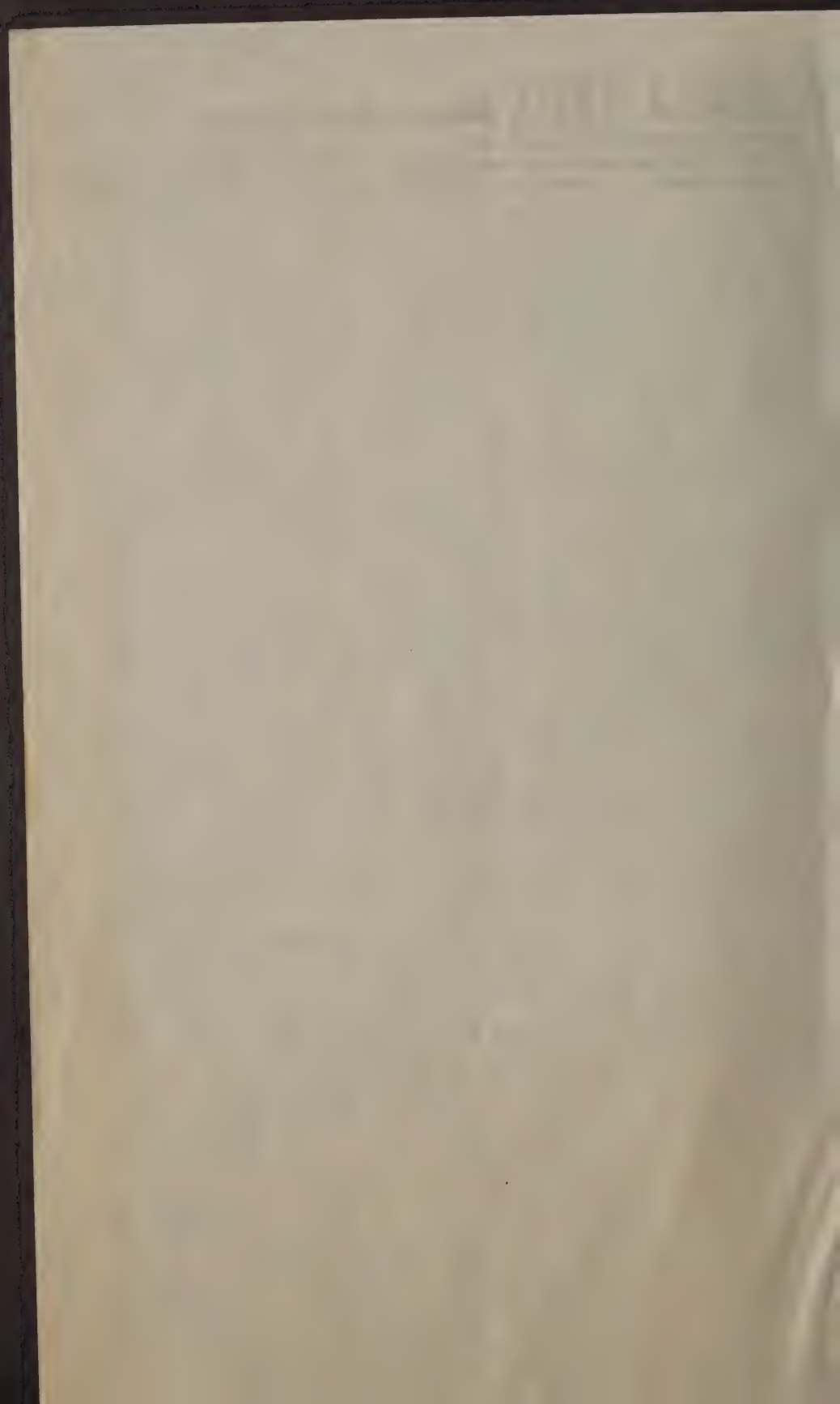
Tuesday, June 11th

Dear Mom + Dad -

Just a quick note before  
lights-out.

We now started on  
some more overseas training - sort  
of a review. - but interesting.

Thanks for your letters and  
pictures - send all the latest - we  
would appreciate very much a  
photo album of all the coming including  
Lathleen + Jane - Jim + James - use  
your own discretion as to which  
pictures are the most - anyone  
request - I'd like your portrait to  
be the one posed against picture in  
my room with white blouse and dark



Port. War. Office. 192930  
at. ...  
6/10/30



**The GEORGE A. WHITE Service Men's Center**

OPERATED BY THE CITY OF PORTLAND . . . EARL RILEY, MAYOR

523 S. W. THIRD AVENUE ★ TELEPHONE BEACON 3667 ★ PORTLAND 4, OREGON

skit, as I remember it. - I've always  
liked that the rest of here -  
how do you like the stationery.  
Picked it up in Portland O.S.O. - watch!  
by that is right beside an  
enormous pineapple field, as far as  
the eye can see.

will write soon again -

love,  
nick

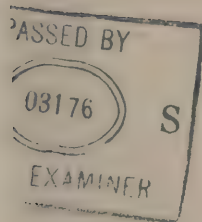
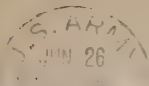




P. H. Wilson Boston 92930

P. H. Wilson

92930



Mr. & Mrs. J. H. Wilson

from the U.S.

Examiner, Mass.

U.S.A.





June 26, 1945

Mr. Harley S. Hall  
Guildhall, Vermont

Dear Harley:

I appreciate very much your willingness to clean up the meadow for me. Am very glad Frank is getting home and I hope is there when we are up on vacation. Also pleased that Bob and Stan are O.K.

Here is the news on our family. Mrs. Benton has worked every day for five years at Boston Red Cross -- she is vice chairman in charge of surgical dressings production. John was a Lt. in the Field Artillery -- now a medical discharge. David is a Lt. in the Army Air Force. He completed 35 missions as a bombardier over Germany. He is back and is now in Florida instructing. Peter is a Sergeant in the Marines -- has been away for a year and is scheduled to start home from California on furlough next Sunday. Nicholas is a private in the Infantry -- he telephone from a long way off on June 9th he is on his way somewhere but we do not know where yet. Mary's husband -- Winthrop Jameson -- is a Captain in an Armored Division and was under General Patton -- he was wounded in Germany in April. He is back from overseas, went to one of the Army hospitals, and is now on medical leave. He is recovering nicely.

This war has been a severe strain on everybody, has been long drawn out, and cannot be over too soon for us all.

Looking forward to the day when we can start for Guildhall and our vacation.

Sincerely yours,

*Jay P. Benton*



June 26, 1945

Mr. Raymond Welch  
Lisbon Railroad Station  
Lisbon, New Hampshire

Dear Ray:

I was sorry to read in last week's "Democrat" that, after 18 years at Northumberland, you have gone to take over the duties at Lisbon.

I feel sure you will be greatly missed by all your friends and I should not let the occasion pass without thanking you for all the courteous attention and services rendered by you as my family arrived and left each time as we took our vacations at Guildhall.

Sincerely yours,

*Jay R. Benton*

JRB:BCC





# Boston Mutual Life Insurance Company

DISTRICT OFFICE  
T. BURGESS, SUPT.  
598 COLUMBIA ROAD  
DORCHESTER, MASS.

HOME OFFICE  
160 CONGRESS STREET  
BOSTON, MASS.

June 20, 1945

Mr. J. R. Benton  
President

Dear Sir:

The men of the Dorchester District join me in cordially inviting you to attend our summer outing to be held on Tuesday, June 26, at Nantasket Beach. We plan to leave Boston on the steamship that leaves every week at 1:15 A.M. Dinner will be served at the Nantasket Hotel at 1:00 P.M.

Trusting that you will find it convenient to be with us on that day.

Very truly yours,

*T. Burgess*  
Supt.

TB:DL

The Boston Mutual Life Insurance Company, now in its fifty-fourth year of service, continues to show consistent progress. During the past year, total admitted assets, premium income and excess of income over disbursements attained an all time high. This growth is being consistently maintained in 1945.

For the fiscal year of 1944, increase of insurance in force totalled \$9,437,018 to make total insurance of \$129,220,006. Excess of income over disbursements, \$2,310,866; stocks and bonds \$18,485,267, of which \$16,633,846 is in United States Bonds. Cash in banks \$501,000. The gain in new policyholders brought the total to 371,219.

President Jay R. Benton points out that this advancement is being made despite manpower shortage and other wartime contingencies. Improved income and financial status of policyholders is indicated by reduction in the number of policy loans and cash surrender values.



### Peace Charter Signed

In San Francisco representatives of 50 nations signed what may become the most important document in history—the Magna Carta of the world.

So 4.45 - then home in Chester  
Mamie's car + teary. Raining  
hard and much cooler.  
Frances has all the  
doors + windows open  
airing out the house -  
Dinner about 6:40 Soup.  
Roast Chicken - Stuffing  
Riced Potato Gravy. Onions  
Tomato + Lettuce Salad -  
Dulcie Roll. Cantaloupe  
Balls. First of the season  
and delicious.

acts as a brake and slows it down, making the job of the westerly winds easier.

In 1938, when the first hurricane to hit New England in about 100 years caused millions of dollars' worth of damage, something different took place. That hurricane was moving with much more speed than the usual hurricane. In fact, its speed and intensity were so great that the continental land mass couldn't slow it down and the prevailing westerly winds weren't strong enough to push it out to sea.

Six years later New England had another hurricane and the reasons were the same. The first one might have been expected because New England is scheduled to get a hurricane about once in 100 years. The second hurricane was doubly a violation of the rules. New England is not supposed to get them twice in a row like that.

A hurricane, Mr. Noyes said, may be as wide as 400 miles, but that doesn't mean its path of destruction is that wide. For example, the fringe of this hurricane may touch New England, but that fringe will mean rain, moderate winds and cool air, not tumbled-down houses or uprooted trees. The width of hurricanes varies, he said.

Reports about impending hurricanes always mean a flood of telephone calls to the Weather Bureau from boat owners, cottages owners and like people. The Weather Bureau doesn't mind getting the telephone calls, but it wishes sometimes that people would read their reports a little more carefully.

For example, the bureau never did predict that this hurricane would hit New England. It issued hurricane warnings for as far north as New York. It issued a "hurricane alert" for New England. The two things are quite different, an "alert" being a quiet passing along of the word. You can sit quite still after hearing an "alert" but a "warning" is something to get you out of your chair.

This is an occasion for not leaving the chair.

# Storm Lashes All N. E. Coast

Pounding rains and the 60-mile-an-hour winds that lashed the New England seaboard throughout the night took a heavy toll of fruit crops in Massachusetts, piled yachts ashore in Marblehead, paralyzed power facilities in some Cape Cod towns and overturned

trees weakened by the hurricane of last September.

The Cape, Nantucket and Martha's Vineyard were still being whipped by high winds today, with gusts as high as 70 miles an hour not infrequent. In 24 hours Nantucket was punished by a rainfall of nearly five inches.

Boston had almost an inch and one-quarter in the same period.

The New England Telephone Co. reported 10,000 telephones out of order, 7000 of them on Cape Cod. Service was interrupted on 67 long distance circuits.

Damage to craft moored in Marblehead harbor was expected to exceed \$150,000, more than was experienced in the hurricanes of 1938 and 1944. The gale winds battered moorings and hurled large boats against seawalls. A blow of such velocity had not been predicted for along the coast and yacht owners had not taken the precautions they did for the hurricane.

At the Squantum and Wollaston yacht clubs 40 boats were driven ashore and a large cabin cruiser owned by Arthur Small was wrecked.

Two New Bedford fishing draggers, the Lois and Sea Buddy, carrying two men each, were reported overdue and Coast Guard vessels were searching for them.

Another New Bedford dragger, the William Chesbrough, with five aboard, was off West Chop, Martha's Vineyard today, buffeted by continuing gale winds, but a Coast Guard craft was standing by. The Chesbrough did not show a distress signal.

The dragger Intrepid III was grounded on the beach at Sandwich, half a mile from the canal entrance but its crew of three swam ashore through heavy surf.

The Coast Guard cutter Hornbeam towed the fishing boat Seabody into port after the fishermen asked for help near Pollock Rip, Cape Cod. Another fishing boat was towed into port at Maine.

The weather bureau here forecast winds of 35 to 45 miles an hour along the New England coast today, diminishing tonight, but storm warnings still were posted from Eastport, Me., to Block Island, as were warnings to small craft. Winds were expected to diminish tonight, with the day clearing as it progressed.

It was scheduled to be fair tonight in Boston and the vicinity, with the lowest temperature about 62 degrees. The prediction for tomorrow was fair and warmer, with gentle winds.

In Marblehead harbor, particularly vulnerable to northeasters, six boats were blown ashore. They included the 50-footer Barbara, two schooners, the Zulu and Alouette; the 60-foot ketch Mo-

Wednesday, June 27, 1945  
Slept late - had breakfast  
inside as it is much cooler  
today. Orange juice - wheat  
germ. Breaded Pork Chop -  
Toast - Iced Coffee. to the  
Square with Frances. Sulzray -  
office - out. to Demmis's -  
then Filene's Gift shop for a  
wedding present for Maurice  
Demmis's daughter - to  
Melvin Badger's for medicine -  
to the Continental looking for  
a necktie - to Jordan's - procured  
film prints and left 8 films  
of Dand's from Florida. procured  
may 3 framed pictures - Bought  
a necktie - to Woolworth's -  
to Peter DeSimone's for a shine -  
Back to the office - out at  
12.30 with Everett Lane - to  
Kresge's and had quick Photos  
taken for Home office new  
Living cards - to Pieroni's on  
Washington St. for lunch.  
Soft Shell Crab on toast.  
Tartar Sauce - Shwack -



*The*  
**PHILLIPS EXETER**  
*Academy*  
EXETER, NEW HAMPSHIRE

June 27, 1945

My dear Jay:

Thank you very much indeed for your gift of twenty-five dollars for the Christmas Fund, also for the five dollars from David and the five dollars from Nick.

We ended up pretty well, I think. I am now cleaning up my desk a little and am preparing to go down to the sea in ships and lie on the beach for a while on Martha's Vineyard.

With my kindest regards to all the Bentons, I am

Sincerely yours,

*Leuro Perry*

Jay R. Benton, Esquire  
3 Pequossette Road  
Belmont 78, Massachusetts

LP:ER



# Much Doubt About Mountaineer

"The Mountaineer," streamlined train which, for the past six years has provided summer train service to and from the White Mountain resort area in New Hampshire, will, in all probability not be operated this summer, it is announced by the Boston and Maine and Maine Central Railroads.

Since the start of the war, the railroads' announcement stated, the Mountaineer has been operated as a seasonal summer service with the permission of the Office of Defense Transportation. No permission for this year's operation has been given, it was stated, although the two roads, in their regular petition filed with the O. D. T. sought an exception from the O. D. T. edict that no seasonal service can be operated by any railroad this summer.

"It was pointed out" said the roads' announcement, "that the streamliner, with its limited seating capacity of 132 seats could not be used for troop-carrying purposes, but we have been unable to secure the necessary permission to operate the train.

"The more than 300 persons who have already filed applications for reservations will be notified that they can not be accommodated and that the year-round trains leaving Boston at 8:30 a. m. and 4:55 p. m., with an additional train at 1:15 p. m. on Saturdays will have to supply the transportation to the Eastern Slope Region, and the 9 a. m. and 12:30 p. m. trains via Woodsville will have to accommodate the Littleton-Bethlehem and Whitefield areas this summer."

The Mountaineer left Boston at 12:25 p. m. on weekdays, except Mondays and at 9 a. m. on Sundays, operating through the Eastern Slope area direct to Whitefield and Littleton-Bethlehem with connections for Lancaster.



Newcomen Members who will not otherwise be present within the metropolitan district of Boston at the time set for this dinner are expected to comply with governmental regulations against travel for the purpose of attendance at such dinners.

BOSTON:  
June  
1895



At BOSTON:  
June  
1945

THE 50TH ANNIVERSARY of the *first Steam Electrification* in the United States of America will be celebrated by a *Newcomen Dinner* held in honor of THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD COMPANY, at Boston, on WEDNESDAY, JUNE 27TH, 1945, when HOWARD S. PALMER, President of that railroad, member of the *Connecticut Committee, American Newcomen*, will be guest of honor, introduced by EDWARD S. FRENCH, President, THE BOSTON & MAINE RAILROAD COMPANY, Vice-Chairman of the *New England Committee, in American Newcomen*. It was on *June 30th, 1895* that America's *first Steam Electrification* was put in service, on the *Nantasket Beach Branch* of the *Old Colony Railroad*. The anniversary is that of a *milestone* in American Transportation History!

ever American Newcomen should stand shoulder to shoulder with Great Britain it is now.





THE OLD COLONY RAILROAD, at Boston on June 30th, 1895, placed in operation its *newly-electrified* Nantasket Beach Branch! Half a century has elapsed since *that most important event* in the annals of American Transportation. This *Newcomen Dinner* appropriately marks the *50th Anniversary*. NEW ENGLAND proudly led the rest of the Nation!

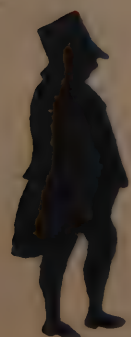
NEW ENGLAND  
NEW COMEN



*The Date is:* WEDNESDAY, JUNE 27TH, 1945. *The Place is:* Georgian Room, HOTEL STATLER, Boston, Massachusetts. *The Time is:* 7 o'clock. *Business clothes worn.* *Guests may be brought.* *Presiding:* DR. KARL T. COMPTON, President, Massachusetts Institute of Technology, Cambridge; Chairman, New England Committee, in *American Newcomen*. In accordance with custom, GRACE will be said by THE RT. REV. HENRY KNOX SHERRILL, D.D., LL.D., The Bishop of Massachusetts; Vice-Chairman, New England Committee, in *The Newcomen Society*.



... at Boston  
on June 27  
1945







50TH ANNIVERSARY DINNER

1895-1945

NANTASKET BRANCH ELECTRIFICATION

of

THE NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY

\* \* \*

Guest of Honor

HOWARD S. PALMER

Trustee & President

The New Haven Railroad

Member, Connecticut Committee

in

THE NEWCOMEN SOCIETY OF ENGLAND

\* \* \*

Dinner held in Georgian Room

Hotel Statler

Boston, Massachusetts, U.S.A.

June 27, 1945



THE NEWCOMEN SOCIETY OF ENGLAND

\* \* \*

A T T E N D A N C E

R O S T E R

(Arranged by Tables)

June 27, 1945

\* \* \*

PRESIDING

DR CHARLES PENROSE

Philadelphia & New York

Senior Vice-President for North America

The Newcomen Society of England

\* \* \*

GUESTS TABLE

(Reading Left to Right)

RICHARD W SULLOWAY

President & Treasurer  
Sulloway Mills, Inc  
Franklin, New Hampshire

Chairman, New Hampshire Committee  
The Newcomen Society of England

DR KENNETH C M SILLS

President  
Bowdoin College  
Brunswick

Vice-Chairman, Maine Committee  
The Newcomen Society of England

THE REV WHITNEY HALE, DD

Rector  
The Church of the Advent  
Boston





DR LEONARD CARMICHAEL

President  
Tufts College  
Medford

Member, New England Committee  
The Newcomen Society of England

THE HON W CAMERON FORBES

Boston  
Former United States Ambassador  
to Japan

Member, New England Committee  
The Newcomen Society of England

CHARLES E MILLS

Vice-President  
The First National Bank of Boston  
Boston

Member, New England Committee  
The Newcomen Society of England

BERNARD P SULLIVAN, MBE

British Consul General  
Boston

Member, The Newcomen Society  
London

HENRY B SAWYER

Trustee  
The New York, New Haven & Hartford  
Railroad Company  
Boston

Member, New England Committee  
The Newcomen Society of England

SIR LOUIS BEALE, KCMG, CBE, LL D

New York and Washington

Member, The Newcomen Society  
London

ALLAN FORBES

President  
State Street Trust Company  
Boston

President  
The Boston & Albany Railroad Company

Member, New England Committee  
The Newcomen Society of England





HOWARD S PALMER

Trustee and President  
The New York, New Haven & Hartford  
Railroad Company  
New Haven

Member, Connecticut Committee  
The Newcomen Society of England  
(Guest of Honor)

CHARLES PENROSE, LL D, D Eng  
Philadelphia & New York

Senior Vice-President for North America  
The Newcomen Society of England  
London  
(Presiding)

JAMES LEE LOOMIS

Trustee  
The New York, New Haven & Hartford  
Railroad Company

President  
Connecticut Mutual Life Insurance Co  
Hartford

Member, Connecticut Committee  
The Newcomen Society of England

REAR ADMIRAL JAMES PINE, USCG  
Superintendent  
United States Coast Guard Academy  
New London

Vice-Chairman, Connecticut Committee  
The Newcomen Society of England

EDWARD G BUCKLAND

Trustee  
New York, New Haven & Hartford  
Railroad Company  
New Haven

Member, Connecticut Committee  
The Newcomen Society of England

ROY F WILLIAMS

Executive Vice-President  
Associated Industries of Massachusetts

Treasurer, New England Committee  
The Newcomen Society of England



LAWRENCE F WHITEMORE

Assistant to President  
The Boston & Maine Railroad  
Boston

Member, New England Committee  
The Newcomen Society of England

JOHN W HIGGINS

President  
Worcester Pressed Steel Company  
Worcester

Vice-Chairman, New England Committee  
The Newcomen Society of England

COLONEL F H PAYNE

Greenfield  
Formerly, The Assistant Secretary of War

Vice-Chairman, New England Committee  
The Newcomen Society of England

DR SAMUEL S STRATTON

President  
Middlebury College  
Middlebury

Vice-Chairman, Vermont Committee  
The Newcomen Society of England

COLONEL JAMES T LOREE

Director, Transportation  
Boston Port of Embarkation  
Boston

Member, Northeastern New York Committee  
The Newcomen Society of England

\* \* \*





TABLE 1

WALTER S BUCKLIN  
President  
The National Shawmut Bank of  
Boston  
Boston

FRANKLIN W HOBBS  
President  
Arlington Mills  
Boston

CAPTAIN JULIAN PENROSE, AAF  
Philadelphia

Member, Alabama Committee  
The Newcomen Society of England

JOSEPH A ERICKSON  
Executive Vice-President  
The National Shawmut Bank of  
Boston  
Boston

BRADLEY DEWEY  
President  
Dewey and Almy Chemical Co  
Cambridge

WILLIAM F AUGUSTINE  
Vice-President  
The National Shawmut Bank of  
Boston  
Boston

LT WILLIAM R MOSELEY, USNR  
South Boston Navy Yard  
Boston

FRAZAR B WILDE  
President  
Connecticut General Life Ins Co  
Hartford

FREDERICK R MOSELEY  
Boston

RAYMOND STEVENS  
Vice-President  
Arthur D Little, Inc  
Cambridge

TABLE 2

HARRY W DORIGAN  
Executive Assistant to Trustees  
The New York, New Haven & Hart-  
ford Railroad Company  
New Haven

EDWARD DANA  
President  
Boston Elevated Railway  
Boston

WILLIS B DOWNEY  
General Counsel  
Boston Elevated Railway  
Boston

PROFESSOR WILLIAM J CUNNINGHAM  
James J Hill Professor  
of Transportation  
Harvard University  
Cambridge

HARRY L FILER  
General Solicitor  
The New York, New Haven & Hart-  
ford Railroad Company  
New Haven

THE HON ARTHUR W COOLIDGE  
President of the Senate  
Commonwealth of Massachusetts  
Boston

THE HON ENRICO CAPPUCCI  
Representative  
Commonwealth of Massachusetts  
Boston

THE HON CHARLES GIBBONS  
Representative  
Commonwealth of Massachusetts  
Boston

THE HON GILBERT W COX  
Justice of Dedham District Court  
Dedham

THE HON ROY C SMITH  
Representative  
Commonwealth of Massachusetts  
Boston





TABLE 3

FRANK J WALL  
Vice-President  
The New York, New Haven & Hartford  
Railroad Company  
Boston

CHARLES E SPENCER, Jr  
President  
The First National Bank of Boston  
Boston

C LAWRENCE MUNCH  
President  
Hood Rubber Company  
Watertown

RAYMOND B COX  
President  
Webster & Atlas National Bank  
Boston

WILLIAM K JACKSON  
Vice-President  
United Fruit Company  
Boston

CUTLER B DOWNER  
Senior Partner  
H Harris & Company  
Boston

WILLIAM H COLLINS  
General Manager  
Bethlehem Steel Company  
Quincy

FRANKLIN S BROWNING  
Treasurer  
Badger & Browning  
Boston

ISAAC S DILLINGHAM  
President  
Bigelow & Dowso Company  
Boston

JOSEPH E O'CONNELL  
Partner  
O'Connell & Company  
Boston

TABLE 4

FRANK J FOLEY  
Vice-President  
American Locomotive Company  
New York

THOMAS S KNIGHT  
Vice-President  
General Electric Company  
Boston

W S MORRIS  
New York

C D BALDWIN  
New York

H O HAVEMEYER, Jr  
New York

L S PEABODY  
New York

C J DINIC  
New York

E S GUNN  
New York

J A CROKE  
New York

G W WILSON  
New York

TABLE 5

GEORGE WILLARD SMITH  
President  
New England Mutual Life Ins Co  
Boston

JOHN J McKEON  
Senior Partner  
Charles W Scranton & Co  
Boston

HERMON J WELLS  
Vice-President & General Counsel  
The New York, New Haven & Hart-  
ford Railroad Company  
Boston



TABLE 5 (Cont'd)

AUGUSTUS P LORING, Jr  
Chairman of the Board  
Plymouth Cordage Company  
Boston

EDMUND J MOORE  
Counsel & Attorney  
The New York, New Haven & Hart-  
ford Railroad Company  
Boston

CHARLES B RUGG  
Boston

JOHN L HALL  
Senior Partner  
Choate, Hall & Stewart  
Boston

CAPTAIN CHESTER E DIMICK, USCG  
United States Coast Guard Academy  
New London

MYRON F CONVERSE  
President  
Worcester Five Cents Savings Bank  
Worcester

GROSVENOR ELY  
President  
The Chelsea Savings Bank  
Norwich, Connecticut

J W SMITH  
Vice-President-Operation  
The Boston & Maine Railroad Co  
Boston

SAMUEL S HALL, Jr  
Financial Vice-President  
New England Mutual Life Ins Co  
Boston

P H HATCH  
General Mechanical Superintendent  
The New York, New Haven & Hart-  
ford Railroad Company  
New Haven

W S TROWBRIDGE  
Vice-President  
Finance & Accounting  
The Boston & Maine Railroad Co  
Boston

W H HOBBS  
Secretary  
Canadian National Railways  
Montreal

E W WHEELER  
General Counsel  
The Boston & Maine Railroad Co  
Boston

DONALD J STRAUCH,  
Manager  
Fairbanks, Morse & Co  
St Johnsbury, Vermont

TABLE 6

JOHN W BARRIGER  
Manager, Diesel Locomotive Div  
Fairbanks, Morse & Co  
Chicago

CARL P DENNETT  
Director  
New York Central Railroad Co  
Boston

HENRY F MCCARTHY  
Executive Assistant to President  
The New York, New Haven & Hart-  
ford Railroad Company  
New Haven

TABLE 7

FREDERICK S BLACKALL, Jr  
President  
New England Council  
Boston

President & Treasurer  
The Taft-Peirce Manufacturing Co  
Woonsocket, Rhode Island

WARREN HUNTER  
New York and San Francisco





TABLE 7 (Cont'd)

STANLEY HEALD  
President  
The Stetson Shoe Company, Inc  
South Weymouth

RALPH LOWELL  
Chairman  
Boston Safe Deposit & Trust Co  
Boston

JOHN E BURKHARDT  
Technical Manager  
Bethlehem Steel Company  
Quincy

THE REV DR WILLIAM SAFFORD JONES  
Minister  
South Church  
Portsmouth, New Hampshire

EDMUND S WOLFE  
President  
Bridgeport Housing Company  
Bridgeport, Connecticut

SIDNEY WITHINGTON  
Electrical Engineer  
The New York, New Haven & Hart-  
ford Railroad Co  
New Haven

Secretary, Connecticut Committee  
The Newcomen Society of England

DEAN F WILLEY  
Assistant General Manager  
The New York, New Haven & Hart-  
ford Railroad Co  
New Haven

BURTON L WALES  
Director  
The Stetson Shoe Company, Inc  
South Weymouth

THE HON GEORGE L BARNES  
Vice-President  
Heywood-Wakefield Co  
Gardner

RICHARD NEAL GREENWOOD  
President  
Heywood-Wakefield Co  
Gardner

HARRY C OLIVER  
Assistant Vice-President  
The Pennsylvania Railroad Co  
Boston

CHARLES E SMITH  
Vice-President  
The New York, New Haven & Hart-  
ford Railroad Co  
New Haven

ERNEST B FREEMAN  
President  
B F Sturtevant Co  
Hyde Park

WILLIAM P LIBBY  
Vice-President  
Plymouth Cordage Co  
Boston

HARRY A WHEELER  
President  
The Barta Press  
Boston

CLIFFORD L LYALL  
Vice-President  
State Street Trust Co  
Boston

MAXWELL E BESSELL  
Partner  
O'Connell & Company  
Boston

TABLE 8

ROBERT L PEARSON  
Vice-President  
The New York, New Haven & Hart-  
ford Railroad Co  
New Haven

TABLE 9

HENRY J HART  
General Counsel  
The Bangor & Aroostook Railroad Co  
Bangor

THE NEW YORK PUBLIC LIBRARY  
ASTOR LENOX TILDEN FOUNDATION  
500 5th Ave. New York 17, N.Y.

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THE NEW YORK PUBLIC LIBRARY  
ASTOR LENOX TILDEN FOUNDATION  
500 5th Ave. New York 17, N.Y.



TABLE 9 (Cont'd)

W A HURLEY  
New York

ROBERT BROWN  
New York

JAY R BENTON  
President  
Boston Mutual Life Ins Co  
Boston

A W MUNSTER  
Vice-President - Purchases  
The Boston & Maine Railroad Co  
Boston

J F DONOVAN  
F H Prince & Company  
Providence

F E BAUKHAGES, III  
Executive Asst to Vice-President  
The Baltimore and Ohio Railroad  
Baltimore

J W RIMMER  
Vice-President - Traffic  
The Boston & Maine Railroad Company  
Boston

PROFESSOR C B BREED  
Department of Civil Engineering  
Massachusetts Institute of  
Technology  
Cambridge

C H WILSON  
Manager, Railroad Department  
Fairbanks, Morse & Co  
Chicago

TABLE 10

JAMES DUNCAN PHILLIPS  
Topsfield

MARSHALL B DALTON  
President  
Boston Manufacturers Mutual Fire  
Insurance Co  
Boston

DR PORTER ADAMS  
President-emeritus  
Norwich University (Vermont)  
Boston

PROFESSOR SOUTHWORTH LANCASTER  
Harvard University  
Cambridge

HAROLD B RICHMOND  
Chairman of Board  
General Radio Company  
Cambridge

C R OLIVER  
Vice-President  
New England Power Company  
Boston

FREDERICK J SHEPARD, Jr  
Treasurer  
Lewis-Shepard Company  
Watertown

DUDLEY HARMON  
Executive Vice-President  
New England Council  
Boston

DAVID H HOWIE  
Vice-President  
Fiduciary Trust Company  
Boston

WILLIAM H BEST  
Ropes, Gray, Best, Coolidge & Rugg  
Boston

TABLE 11

S A BOYER  
Assistant to President  
The New York, New Haven & Hart-  
ford Railroad Co  
New York

L V SULLIVAN  
General Auditor  
The New York, New Haven & Hart-  
ford Railroad Company  
New Haven



TABLE 11 (Cont'd)

R H PAIMER  
Vice-President  
New England Transportation Co  
Boston

D W NORRIS  
Assistant Director of Public  
Relations  
The New York, New Haven & Hartford  
Railroad Co  
New York

W B DOWNES  
Vice-President  
The Wendell P Colton Co  
New York

LESTER SMITH  
"The Boston News Bureau"  
Boston

EDSON SMITH  
Financial Editor  
"The Boston Herald"  
Boston

JOHN HERBERT  
Managing Editor  
"Quincy Patriot-Ledger"  
Quincy

A A DRUMMOND  
Assistant General Traffic Manager  
The New York, New Haven and Hart-  
ford Railroad Company  
New Haven

WILLARD DeLUE  
Night Managing Editor  
"The Boston Globe"  
Boston

R C FOLGER  
General Manager  
The Western Union Telegraph Co, Inc  
New York

Member, New York Committee  
The Newcomen Society of England

K B MITCHELL  
Superintendent  
The Western Union Telegraph Co, Inc  
Boston

J R TAYLOR  
Superintendent  
The Western Union Telegraph Co, Inc  
Boston

R D GARNER  
General Manager  
Central Vermont Railway, Inc  
St Albans

C D'W GIBSON  
Vice-President  
Air Reduction Company, Inc  
New York

Member, New York Committee  
The Newcomen Society of England

SAMUEL SLOAN DURYEE, Jr  
"Portsmouth Herald"  
Portsmouth, New Hampshire

ARTHUR E MOREAU  
President  
Amoskeag Industry, Inc  
Manchester, New Hampshire

ALBERT J FRECOURT  
Manchester, New Hampshire

TABLE 12

R C L GREER  
General Manager  
New Hampshire Gas & Electric Co  
Portsmouth

Secretary, New Hampshire Committee  
The Newcomen Society of England

TABLE 13

LEE P STACK  
Assistant Treasurer  
John Hancock Life Ins Co  
Boston





TABLE 13 (Cont'd)

THEODORE REHM  
Keystone Custodian Funds, Inc  
Boston

J C ELMBURG  
Manager  
Fairbanks, Morse & Co  
Boston

WINTHROP SWAIN  
Keystone Custodian Fund, Inc  
Boston

C W JOHNSTON  
Westmont, Montreal

JOHN E WILLIS  
Trustee & Comptroller  
The St Johnsbury & Lake Champlain  
Railroad Co  
Montpelier, Vermont

W P KEENEY  
F H Prince & Company  
Providence

L W NOLAN  
Superintendent of Passenger Transportation  
The New York, New Haven & Hartford  
Railroad Co  
New Haven

J F DOOLAN  
Operating Assistant  
The New York, New Haven & Hartford  
Railroad Co  
New Haven

A E BAYLIS  
Foreign Freight Traffic Manager  
New York Central System  
New York

TABLE 14

ARTHUR C KNIES  
Partner  
Vilas & Hickey  
New York

Member, New York Committee  
The Newcomen Society of England

COLONEL WM TUDOR GARDINER  
Incorporated Investors  
Boston

JAMES E GIBBONS  
Incorporated Investors  
Boston

HAROLD L STILLMAN  
Incorporated Investors  
Boston

LOUIS J HUNTER  
Boston

THEODORE F DRURY  
State Street Investment Corp  
Boston

EDMUND RICE  
State Street Investment Corp  
Boston

ROBERT A WARREN  
Keystone Custodian Funds, Inc  
Boston

LEO B MULHEARN  
Keystone Custodian Funds, Inc  
Boston

S L SHOLLEY  
Keystone Custodian Funds, Inc  
Boston

TABLE 15

ROBERT H McCRACKEN  
Lukens Steel Company  
Boston

F E LYFORD  
Assistant to Chairman  
Merritt, Chapman & Scott Corp  
New York

R E DeSINONE  
Resident Manager  
Merritt, Chapman & Scott Corp  
Boston

CHARLES RUFUS HARTE  
Engineer  
The Connecticut Company  
New Haven





TABLE 15 (Cont'd)

THOMAS J MULVEY  
Production Manager  
General Electric Company  
Lynn

J F ECKEL  
Assistant General Manager  
General Electric Company  
Lynn

WALTER OHNESARGE  
General Superintendent  
Billerica Shops  
The Boston & Maine Railroad Co  
Boston

HENRY P HASS  
Engineer of Tests  
The New York, New Haven & Hartford  
Railroad Company  
New Haven

PAUL D MALLAY  
Manager of Railroad Division  
Lukens Steel Company  
Coatesville, Penna

HERBERT G AUSTIN  
Lukens Steel Company  
Boston

WILLIAM E NAVIN  
Trustee  
Rutland Railroad  
Rutland

Vice-Chairman, Vermont Committee  
The Newcomen Society of England

ROBERT G HENDERSON  
New York Central System  
New York

J A PRINCE  
The Pennsylvania Railroad Co  
Boston

M B WINN  
The Pennsylvania Railroad Co  
Boston

T A NILSEN  
New England Manager  
Ingersoll-Rand Company  
Boston

FRANK S CLARK  
Chief Mechanical Engineer  
Stone & Webster Engineering Corp  
Boston

TABLE 17TABLE 16

ALICK McD McLEAN  
Vice-President  
Central Hanover Bank & Trust Co  
New York

Member, New York Committee  
The Newcomen Society of England

ARTHUR W McLEAN  
New York

HOWARD F FRITCH  
President  
Boston & Maine Transportation Co  
Boston

LOUIS G MORPHY  
New York Central System  
New York

L O HEAD  
President  
Railway Express Agency, Inc  
New York

Member, New York Committee  
The Newcomen Society of England

C R GRAHAM  
Vice-President  
Railway Express Agency, Inc  
New York

R A COX  
General Manager  
Railway Express Agency, Inc  
Boston



TABLE 17 (Cont'd)

## SAMUEL T HUBBARD

Partner  
Goodbody & Co  
New York

Member, New York Committee  
The Newcomen Society of England

## RICHARD OSBORNE

Vice-President  
George Putnam Fund of Boston  
Boston

## COLONEL T B CLEMENT

Executive Vice-President  
Union Switch & Signal Co  
Swissvale

Member, Pittsburgh Committee  
The Newcomen Society of England

## HAROLD McCREADY

Union Switch & Signal Co  
New York

## EARL S BERRY

Union Switch & Signal Co  
New York

## HAROLD B HEBBARD

President  
Diesel Engine Sales & Eng Co  
Boston

## ARTHUR H GERALD

Chicago Pneumatic Tool Co  
Boston

## W EVERIT BURNET

Senior Partner  
W E Burnet & Co  
New York

Member, New York Committee  
The Newcomen Society of England

## BERKELEY D JOHNSON

Vice President  
The United States Trust Co  
New York

## IRVIN McD GARFIELD

Law Firm of Warren, Garfield,  
Whiteside & Lamson  
Boston

## FRANK M SIMMONS

President  
"Boston News Bureau"  
Boston

## CHESTER O FLEISCHNER

Moors & Cabot  
Boston

## GRENVILLE L HANCOCK

Representative of Associated  
Plywood Mills  
Boston

## CARROLL C TAYLOR

Treasurer  
Keweenaw Land Association  
Boston

## WILLIAM FERGUSON

Partner  
Moors & Cabot  
Boston

TABLE 18

## THE HON BERNARD W DOYLE

Director  
United States Rubber Co  
Leominster

## EDWARD H R REVERE

Director  
Revere Copper and Brass Inc  
Canton

TABLE 19

## WM PARKER STRAW

President  
Amoskeag National Bank  
Manchester

Vice-Chairman, New Hampshire  
Committee  
The Newcomen Society of England



1. The first part of the report...

2. The second part of the report...

3. The third part of the report...

4. The fourth part of the report...

5. The fifth part of the report...

6. The sixth part of the report...

7. The seventh part of the report...

8. The eighth part of the report...

9. The ninth part of the report...

10. The tenth part of the report...

11. The eleventh part of the report...

12. The twelfth part of the report...

13. The thirteenth part of the report...

14. The fourteenth part of the report...

15. The fifteenth part of the report...

16. The sixteenth part of the report...

17. The seventeenth part of the report...

18. The eighteenth part of the report...

TABLE 19 (Cont'd)

ARETAS B CARPENTER  
Manchester, New Hampshire

WILLIAM C WALTON, Jr  
President  
New Hampshire National Bank  
Portsmouth

RALPH T WOOD  
Newick and Wood, Inc  
Portsmouth

ROLF LIUM, MD  
Portsmouth

MAJOR JOHN GREENAWAY  
Portsmouth

HARRY L MOORE  
Portsmouth

FREDERIC E EVERETT  
Concord, New Hampshire

DOUGLAS N EVERETT  
Concord

BURTON F SMITH  
Rutland, Vermont

TABLE 20

SAMUEL VAUGHAN  
Vice-President  
Boston & Albany Railroad Co  
Boston

D HOWELL MAYNARD  
Treasurer  
Boston & Albany Railroad Co  
Boston

HOWARD M BISCOE, Jr  
Director  
Boston & Albany Railroad Co  
Boston

CARL S HERRMANN  
Chairman of the Board  
New England Power Association  
Boston

LEEDS A WHEELER  
Corporation Counsel  
New England Power Association  
Boston

CHARLES P ATHERTON  
Partner  
Schirmer Atherton & Co  
Boston

R OAKLEY KENNEDY  
Director  
Boston & Albany Railroad Co  
New York

L MCGREGOR DEMAREST  
L M Demarest and Associates  
New York

COMMANDER AUSTIN S KIBBEE, USNR  
Boston

HORACE H POWERS  
General Attorney  
Canadian National Railways  
St Albans, Vermont

TABLE 21

EDWARD BLAKE  
Edward Blake Company  
Newton Centre

ROBERT T LEE  
Manchester, Vermont

COLONEL GEORGE W LANGDON  
President  
Bradley-Goodrich, Inc  
Haverhill

JOHN D PLANT  
John D Plant Company  
New Haven

D M Neiswanger  
The New York, New Haven & Hart-  
ford Railroad Co  
New Haven

PETER S FLOUFF  
President  
Fay & Scott  
Dexter, Maine





TABLE 21 (Cont'd)

## EDWARD KING

Raytheon Manufacturing Co  
Dexter

## COLONEL LAWRENCE W JENKINS

Director  
Peabody Museum  
Salem, Massachusetts

## PAUL K NIVEN

Brunswick Publishing Co  
Brunswick, Maine

## FRANK J JONES

Providence, Rhode Island

## STANLEY P BENTON

President  
E D Jones & Sons Company  
Pittsfield

## WILLIAM T RICE

President  
A H Rice Company  
Pittsfield

## GARDNER S MORSE

Treasurer  
Berkshire County Savings Bank  
Pittsfield

## CHARLES E FISHER

President  
The Railway & Locomotive  
Historical Society  
Harvard Business School  
Boston

## LEONARD F WHIDDEN

Railway Express Agency, Inc  
Boston

TABLE 22

## HIGHLAND C MOORE

Assistant Vice-President  
The National City Bank of New York  
New York

Associate American Treasurer  
The Newcomen Society of England

## LAURENCE R CONNOR

President  
The Agricultural National Bank  
of Pittsfield  
Pittsfield

## ELMER MUNSON HUNT

Director  
New Hampshire Historical  
Society  
Concord

TABLE 23

## GEORGE A TREFETHEN

Manager  
First National Bank  
Portsmouth, New Hampshire

Member, New Hampshire Committee  
The Newcomen Society of England

## COLONEL HENRY N TEAGUE

President  
Mt Washington Cog Railway  
Bretton Woods

Member, New Hampshire Committee  
The Newcomen Society of England

STANLEY E. JONES  
President  
E. D. Jones & Sons Company  
Pittsfield

WILLIAM S. JONES  
President  
A. H. Rice Company  
Pittsfield

GAMMETER S. MORSE  
President  
Pittsfield  
Pittsfield

THE RAILWAY & LOCOMOTIVE  
HISTORICAL SOCIETY  
Pittsfield  
Pittsfield

RAILWAY EXPRESS AGENCY, INC.  
Boston

NEW HAMPSHIRE HISTORICAL  
SOCIETY  
Director  
Pittsfield

TABLE 23

GEORGE A. BOWEN

Member, New Hampshire Committee  
The Newcomen Society of England

THE NEWCOMEN SOCIETY OF ENGLAND  
Pittsfield

TABLE 23 (Cont'd)

CAPTAIN G R O'CONNOR, USCG  
United States Coast Guard Academy  
New London

Member, Connecticut Committee  
The Newcomen Society of England

PAUL A BISSELL  
Manager, Railroad Department  
John C. Paige & Co  
Boston

GUEST of Mr. Bissell

PROFESSOR H E LOBDELL  
Dean, Massachusetts Institute of  
Technology  
Cambridge

Member, New England Committee  
The Newcomen Society of England

PROFESSOR THOMAS P FITRE  
Associate Dean, Massachusetts  
Institute of Technology  
Cambridge

S B LUNT  
Vice-President  
W W Norton Company, Inc  
New York



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## *of* MARTS *and* MEN...

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THE 50TH ANNIVERSARY of the first steam electrification in the United States will be celebrated by a dinner given by the New England Committee of The Newcomen Society held in honor of the New Haven Railroad at the Hotel Statler, Boston, on Wednesday, June 27. At this dinner, Howard S. Palmer, president of the New Haven Railroad and a member of the Connecticut Committee, in American Newcomen, will be guest of honor, introduced by Edward S. French, president of the Boston & Maine Railroad and vice-chairman of the New England Committee, in American Newcomen.

It was on June 30, 1895, that America's first steam electrification was put in service on the Nantasket Beach branch of the Old Colony Railroad. The anniversary is that of a milestone in American transportation history.

Dr. Karl T. Compton, president of the Massachusetts Institute of Technology and chairman of the New England Committee, in American Newcomen, will preside at the dinner.

The Newcomen Society was founded in England by a group of scientists, including locomotive inventors, and the late L. F. Loree, well-known railroad executive, took a prominent part in organizing the American branch of the Society.

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—O—

# WAVERLEY CO-OPERATIVE BANK

WAVERLEY SQUARE, BELMONT, MASSACHUSETTS

JAMES R. LOGAN, President  
JAY R. BENTON, Vice-President  
WALTER E. BORIGHT, Treasurer

Telephone BELmont 2800

File  
Approved  
Benton  
1945  
Approved to Mr.

June 27, 1945.

Mr. Jay R. Benton  
Boston Mutual Life Ins. Co.  
160 Congress Street  
Boston, Massachusetts

Dear Mr. Benton:

Mr. Alcock of the Security Committee is interested in buying the property of Mrs. Kilpatrick at 17 Sycamore Street, Belmont.

Mr. Logan believes it would be well for a committee other than our security committee to appraise the property and has appointed Mr. Merrow, Doctor Greene and yourself for that committee designating Mr. Merrow as chairman.

Very truly yours,

Waverley Co-operative Bank

*Walter E. Boright*

web:m

Walter E. Boright, Clerk





FIRST LETTER FROM NICHOLAS  
TODAY - HE IS IN HONOLULU

Iced Coffee. Strawberries and Cream. To Kroger's  
to pick up the photos - To Perry's - Dock  
Square for a dozen Garden Poles -  
Back to the office - Work - Left  
at 5 with Leo Heary - Walked out  
to the Statler. Had Scotch highball.  
To the Telefix for the newsreels  
for 45 minutes - To the Statler  
at 6.45 - Attended a dinner  
of the Newcomen Society - Have  
belonged for a number of years  
but this was the first time I  
had attended. Had a fair time.  
Home all the way on the cars  
and to bed at 10.30 +

# STORM HALTS OFF NANTUCKET

## Another Day of Gusty Winds Forecast

The tropical storm which whipped seaward off southeastern Massachusetts yesterday, giving the New England coast a back-lashing gale, came to a full stop 100 miles off Nantucket last night, and promised another day of tempestuous, gusty winds, the weather man said at midnight.

Gray skies, an occasional drizzle, and diminishing northeast winds, prevailed over Greater Boston today, in the wake of the most savage and damaging June northeast gale in the annals of the local Weather Bureau.

Winds of from 40 to 60 miles per hour velocity, which ripped and slashed the Massachusetts coast for two days, as a fierce tropical storm centered about 100 miles east of Nantucket was slowed in its north-easterly course began to diminish about midnight.

Thursday, June 28, 1945  
Frances was down for a nuzzle.  
Breakfast on the front porch - orange juice - Wheat Germ - Fried eggs Bacon - Toast - Iced Coffee - to the Square with Frances. Out at 12. Ran into Dwight Brigham and we rode out on the Subway together - to the Varsity Club and attended the Harvard 1908 luncheon - a good turn out and a pleasant time seeing a lot of the fellows again including Rhodes Robertson of Minneapolis. Went over to the yard and watched the grads assembling for the Commencement parade. Had to get back to town on account of the Port Bill - rode in in Ed. Dana's car - also with us were Maynard Hutchinson and Dana Somers. Back to the office at 2. Work all afternoon. Left at 4.45 with Moody and Mansfield and Leary. Got off at Heelands again - Bought two more. Quornymus - shrubs. Home. Front Porch. John & Mary out to dinner at the Red Coach Grill in Weston. Frances and I alone. Soup Potage Mirestrone. Egg Benedict. Milk - Sliced Peaches and Bananas +



# Why Hurricane "Froze" Off Nantucket

That storm New England's coastal sections experienced Tuesday night and Wednesday was one of the freakiest disturbances on record. From the start of its career, 2000 miles to the southwest, to its stalling and dissipation off Nantucket, it was simply crazy.

Of course, it turned out best for New England that the storm was wacky—for otherwise we could have suffered another hurricane blast. In fact, almost anything could have happened.

To begin with, this is not the time of year for such storms. Hurricanes are practically always confined to the months of August, September and October. But this one elected to appear in June—the sleepest month weatherwise of the whole year.

Then, instead of originating far to the eastward in the doldrums—that humid section of the tropical Atlantic—this out-of-season monster was born in the western Caribbean, near Yucatan.

After raging northward up the Gulf of Mexico, a full-fledged hurricane that threatened to strike into Alabama and Mississippi, it inexplicably shifted almost due east on the 23d and crossed the mid-section of Florida, bringing wild winds and a downpour of 13.04 inches of rain inside of 48 hours. (That's as much rain as normally falls here in three months.)

The hurricane, reaching the Atlantic, behaved definitely according to Hoyle, running right up to the coastline and causing all sorts of damage to the shore line.

By Tuesday morning it became clear that the storm would pass a little to the east of Nantucket by nightfall. That meant New England would only get the tail of the hurricane. Winds might be 56 to 60 miles an hour; rains would be heavy, and high seas were likely.

Hurricanes are always queer things and so the Weather Bureau stood by, ready to flash warnings if the storm should suddenly shift in its northeasterly race so as to come into New England—as that one Sept. 21, 1938, did. Remember?

But, instead of racing along, the storm suddenly came to a full halt 100 miles off Nantucket. It stopped moving altogether and it stayed right there.

Being in essence a vast hole in the atmosphere, it pulled into its comparative vacuum all the air for 1000 miles around until it gradually filled itself full and ceased to be.

This meant cool and cloudy weath-

er here and some rain—from one to four inches, depending upon how near you were to the center. The winds, while they failed to reach hurricane force, continued from fresh to strong and endured not for just the brief hours of a normal hurricane's passing but all night Tuesday, all day Wednesday and even into Thursday. But by Thursday the storm's vacuum was just about appeased, and warm and moist air from the tropics, accompanied by thundery conditions, began to follow up the storm track, definitely ending its career.

The reason why the hurricane "froze" off Nantucket, to put it very simply, is that it was pocketed and nailed down by cold air from Labrador.

Here is the picture. A mass of cold and heavy air happened to be moving in over New England from around Hudson's Bay and the Great Lakes. This put up a wall over



New England into which the storm could not move. So the storm, instead of coming ashore along Connecticut and ravaging the length and breadth of New England, moved out to sea.

That is, it started to do so. But, just at that moment, another mass of cold air, this the mass from Labrador, moved down from the north to the north and west of the storm and so the hurricane was neatly pocketed on the west, the north and the east.

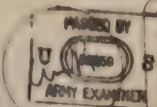
It had to stay just where it was and die a slow death.





Print the complete address in plain letters in the space on the right line typewriter, dark ink or dark pencil. Bold or small writing is not suitable for photographing.

FROM



W. J. Lorton  
214 Quaker St.  
Calverton, Mass.

1st Cavalry Div. 221200  
Camp ...  
Albany

(CENSOR'S STAMP)

SEE INSTRUCTION NO. 2

(Sender's complete address above)

Dear Dad,

Dear Dad,

Thanks for all your letters - your last  
last letter should have arrived some

time further on, was John's letter! I  
still in Japan - have had a little more training.

Well, coming this July with the  
army will have been my boss for six  
months. I hope I'll soon have a permanent  
boss!!

The war goes better, I hope it's  
over by Christmas. If so, I'd like to travel  
in the white trail around next June anyway,  
so to have a little vacation before getting  
back in the fall - perhaps Uncle Pat could  
do something about that - but then who knows  
with good fortune I may be home soon - Love, Dick

HAVE YOU FILLED IN COMPLETE  
ADDRESS AT TOP?

MAIL

HAVE YOU FILLED IN COMPLETE  
ADDRESS AT TOP?

U. S. GOVERNMENT PRINTING OFFICE: 1916 45-12422-5







(CENSOR'S STAMP)

TO: Mr. John H. Beaton  
 2 Burgess St. Rd.  
 Belmont, Mass.

FROM

Lt. Nicholas Senter  
 31931 30th  
 Wash. D.C. 20314  
 21071 S. 10th

SEE INSTRUCTION NO. 2

(Sender's complete address above)

Dear John -

Thursday June thirty-eighth

Thanks for your letter. I was greatly appreciated. Of course, as you know, I can only write once in a while and as to what I can write about is limited. Sometimes for reasons beyond my control, there may be a hiatus for a month or more but I have written you and I'll do my best - I'll know if anything is concerned.

I was pleased to hear about "Sop" Campbell of Old Middlesex Rd. in your last letter. Wish him well for me.

Oh! Also tell mother in answer to her last letter that the chow is almost average. I even like the popoyage because it doesn't have any of mother's favorite sauce. I like your letters and always so interesting but since you understand them, there is really no more to say but can't - will write again. Keep the letters coming - love, Nick

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

U.S. MAIL

HAVE YOU FILLED IN COMPLETE ADDRESS AT TOP?

U.S. GOVERNMENT PRINTING OFFICE: 1964 O - 354-000-3



June 28, 1945

Reynolds' Farms  
R.F.D. 2  
South Norwalk, Conn.

Gentlemen:

Kindly find enclosed my check for \$11.00 for  
which ship to me right away the following:

3 Rose of Sharon (Assorted colors)  
3 Dentzia (2 Red, 1 Pink)  
3 Calycanthus  
8 Chrysanthemums (Assorted)  
8 Mallow Marvels  
8 Shasta Daisies  
8 Sweet William  
8 Phlox (Assorted)  
8 Balloon Flowers (Assorted)  
8 Chinese Lanterns

Ship to: \_\_\_\_\_

Jay R. Benton  
3 Pequossette Road  
Belmont 78, Mass.

JRB:BCC  
Enclosure



**1908**  
**COMMENCEMENT LUNCHEON**

12:15 p. m.

*June 28, 1945*

**HARVARD VARSITY CLUB**—*next to Harvard Union*

We expect that Sam Morison, official U. S. Naval Historian, will attend.

1908 sons will be welcome.

We hope you will come.

A. P. LORING, JR.

CHARLES ALMY

JOHN RICHARDSON

*Please reply promptly.*

# Port Authority Bill Approved, Funds Slashed

## 5-Million Bond Issue Asked

The House ways and means committee today reported favorably on a bill which establishes a five-man Port of Boston Authority, and the measure was sent at once to the House for action.

The bill provides for a \$5,000,000 bond issue for the use of the new

port authority, and also makes available \$4,750,000 which had been allocated in 1941 for the development of piers, but never utilized.

An earlier bill had proposed a \$15,000,000 bond issue.

Under the committee-approved legislation, the new port authority is required to report in 1946 as to plans and the need of future development.

The board is to consist of five unpaid members, to be appointed by the Governor with the approval of the executive council.

It provides that one and not more than two members shall have legal Boston residence, and that not more than three members shall be of the same political party.

Commenting on the House committee's action, Jay R. Benton, chairman of the Greater Boston Development Committee, said the drop in the amount of funds proposed was disappointing, and announced that members of the civic committee would meet tomorrow

"to decide what action we will take."

Benton said the legislative com-

mittee vote, reducing the \$15,000,000 appropriation, "comes as a distinct shock and a big disappointment."

JUNE 28, 1945

## Bill for Port Authority Now Before House

A bill setting up a five-man Port of Boston Authority, and providing for a \$5,000,000 bond issue, was recommended today in a report filed by the House Ways and Means Committee.

The bill was based on legislation which has received the strong support of industrial and business leaders in Massachusetts. As originally reported by the Committee on State Administration, the legislation called for an Authority with a \$15,000,000 bond issue.

Supporters of the Port development project were expected to approve the compromise bill which incorporates some of the changes which had been recommended at public hearings on the measure.

As the bill was reported today, the new Port Authority would be given \$5,000,000 with which to work during the balance of this year. In addition, the Authority would be authorized to use the \$4,750,000 appropriated in 1941 for the development of the Boston & Maine piers in East Boston, which was never acted upon.

The new measure calls upon the proposed Boston Port Authority to make a report to the Legislature in January, 1946, together with plans and specifications showing the need for further development.

Representative Charles E. Shepard (R) of Warren, Chairman of the Subcommittee which drafted the new bill, will be in charge of the measure on the floor of the House.

"This bill will give Boston a real Port Authority," he said. "The Committee has recommended a bond issue of \$5,000,000 at this time, with the requirement that a report be made to the Legislature in 1946, with specific plans for further development of the Port."

Although the original bill provided for a paid Port Authority, the new draft specified that the Authority be comprised of five unpaid members, to be appointed by the Governor with approval of the Council. Under this plan, at least one, but not more than two, members shall be legal residents of Boston, and not more than three members of the Authority shall be of the same political party.

The new Authority would have complete administrative charge of the Port of Boston, including lands, piers, and other facilities now owned by the Commonwealth, except land under control of the Metropolitan Park Commission or the Metropolitan Water and Sewerage Board.

### Comment by Benton

Jay R. Benton, Chairman of the Greater Boston Port Development Committee, issued this statement today following the action of the Ways and Means Committee:

"The decision of the Ways and Means Committee to reduce the \$15,000,000, called for in the Port Authority Bill to \$5,000,000 comes as a distinct shock and big disappointment."

"We have called an emergency meeting of the Executive Committee for 3 o'clock tomorrow afternoon to decide what action we will take."

Those on the Executive Committee include Charles Francis Adams, treasurer; Alden C. Brett, executive Director; Frederic C. Church, Chairman of the Port Committee; William K. Jackson, President of the Boston Chamber of Commerce; Francis J. Carmichael, New England Regional Director of the Congress of Industrial Organizations; Richard J. Cushing, Boston Roman Catholic Archbishop; John L. Delmont, President of the Boston Central Labor Union and Edward L. Hubbard, President of the Retail Trade Board.

## Report Bill for Port Authority and Five Million Bond Issue

With a \$5,000,000 bond issue provision, a bill establishing a five-man Port of Boston Authority to develop and expand the port facilities was favorably recommended today by the Ways and Means committee of the House of Representatives.

Under the bill reported, the new authority would be given \$5,000,000 to work with during the next six months, plus the \$4,750,000 passed in 1941 for development of the Boston & Maine Piers and never acted upon. Thus the new authority will have approximately \$9,500,000 to start the port program.

The Legislative committee on State Administration had originally reported a bill setting up such an authority with a \$15,000,000 bond issue.

However, under the bill reported today, the Authority must report to the Legislature in January, 1946, with plans and specifications showing the needs of further development.

## Benton Assails Cut in Port Authority Funds

The action by the legislative Ways and Means committee in slashing the proposed appropriation for the Boston Port Authority was assailed today by Jay R. Benton, chairman of the Greater Boston Development committee.

"The decision of the Ways and Means committee to reduce the \$15,000,000 appropriation called for in the Authority bill to \$5,000,000 comes as a distinct shock and a big disappointment," Mr. Benton said.

"We have called an emergency meeting of the executive committee for 3 o'clock tomorrow afternoon to decide what action we shall take."





Greater Boston Development Committee  
80 Federal Street, Boston 10, Mass.

Special to "The Selectman"

FOR A GREATER MASSACHUSETTS

by Jay R. Benton, Chairman  
Greater Boston Development Committee

Two projects particularly, in the 1945 session of the Massachusetts Legislature, captured the imagination and won the solid support of citizens and legislators in every section of the Commonwealth. These two projects were the Bill for improvement of the Logan International Airport and the Bill for development of the Port of Boston.

United support for these two measures throughout the state symbolized the fact that although the physical improvements were destined for sites which happened to be located in Boston, the projects themselves are vital to the welfare of the entire Commonwealth. We are entering an age which places a premium on efficiency of movement of goods and people by land, sea, and air. This new age serves to emphasize that the development of Greater Boston is vital to the entire statewide community. This is because nature, history and modern invention combine to make Boston a main focal point for sea, land and air transportation extending over far broader dimensions. Because of its location in relation to the nation and the world, New England has both great need and major opportunity to build a brighter economic future through maximum development of its transportation links with the nation and world through its primary terminal in Boston.

The legislative program for development of the Port of Boston was enormously aided by the support received from small communities in the Commonwealth. They recognized that this Port is the greatest natural

FOR A GREATER MASSACHUSETTS

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Two projects particularly, in the 1949 session of the Massachusetts legislature, captured the imagination and won the solid support of state and legislators in every section of the Commonwealth. These two projects were the Bill for improvement of the Logan International Airport and the Bill for development of the Port of Boston.

United support for these two measures throughout the state reflected the fact that although the physical improvements were destined for sites which happened to be located in Boston, the projects themselves are vital to the welfare of the entire Commonwealth. We are entering an era which places a premium on efficiency of movement of goods and people by land, sea, and air. This new age serves to emphasize that the development of Greater Boston is vital to the entire state's community. It is because nature, history and modern invention combine to make Boston a main focal point for sea, land and air transportation extending over vast broader dimensions. Because of its location in relation to the nation and the world, New England has been from time immemorial a vital a strategic element in the future growth and development of the United States. It is the nation and world which the primary function of Boston.

The legislative program for development of the Port of Boston is accordingly aimed by one project to develop from small beginnings in the Commonwealth. They recognized that this Port is the greatest asset



asset of the Commonwealth. They know that it plays an indispensable part in maintaining healthy and thriving commerce, industry, and agriculture, even in remote small towns in the Berkshires. Indeed, the Selectmen of one such town -- Peru, with a population of about 125, -- stated, in a letter urging enactment of the Port Authority Bill:

"We believe that any money expended by the Commonwealth for such a purpose will benefit even so small a town as ours, situated as it is, far away in the Berkshires and away from the maddening crowd, because our immediate local metropolis, Pittsfield, ships much of its products abroad, and if Boston becomes a real Port in the sense that New York now is, even our local townspeople who work in Pittsfield, would be benefitted thereby."

In time to come, there will be other projects before the State Legislature which in name may seem to relate chiefly to Boston or Greater Boston, but which, like the Port Authority Bill, will be revealed on closer examination to be measures for statewide development. It is, after all, an accident of geography and names that the greatest natural harbor in New England happens to be located in a place called Boston.

Various measures regarding the future development of Greater Boston are of statewide significance. To see why this is so, let us look at what Greater Boston is. Some 50 or 60 communities surrounding the central city of Boston have today become parts of a single highly interdependent metropolitan section. The land area of this metropolitan section is small in relation to the State or New England as a whole. It looks small on a map. But in terms of population and industry, it embraces one quarter of the New England total and one half of the Massachusetts total. Not only, is Greater Boston a great concentration of population and industry. It is also the central element in the functioning of commerce and industry



assets of the Commonwealth. They know that it plays an important

part in maintaining healthy and thriving commerce, industry, and

agriculture, even in remote small towns in the Commonwealth. Indeed,

the selection of one such town -- here, with a population of about 125 --

stated in a letter urging enactment of the first Liberty Bill:

"We believe that any money expended by the Commonwealth for such a purpose

will benefit even so small a town as ours, situated as it is, far away in

the backwaters and away from the marketing crowd, because our people

local newspapers, libraries, and the like, will be benefited thereby, and if

Boston becomes a real town in the sense that New York now is, even more

local townspeople who work in Boston will be benefited thereby."

In time to come, there will be other projects before the House

Legislature which in some way seem to relate chiefly to local or town

interests, but which, like the first Liberty Bill, will be reviewed on

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in relation to the State or New England as a whole. It looks small on a

map. But in terms of population and activity, it embraces the greater part

of the New England State and the bulk of the Commonwealth's wealth.

is Boston Boston a great concentration of population and activity, the

is also the center of the State's commerce and industry.

throughout Massachusetts and the entire New England area.

Citizens from outside Greater Boston may sometimes look askance at the bigness of Greater Boston. They may want to criticize, perhaps not without justification, some of Boston's doings or failures to do. But no one, even in the most remote village of Massachusetts, can fail to see that the prosperity of Massachusetts and of New England is indissolubly bound up with the future of Greater Boston. Much of Boston's influence and power flows out and touches outside institutions and communities. If Boston has economic, political, and social health on a high standard, it will benefit the entire region. Conversely, if Boston is sick in terms of economics, politics, or social behavior, its sickness cannot fail in time to blight the health of outlying peoples and communities.

It is generally agreed that Boston and Greater Boston are not in the best possible state of health. A recent report of the Special Recess Commission on Real Estate Taxation found: "Massachusetts is declining in wealth, taxable values, employment and population . . . . it is fighting and has long fought a losing struggle to find jobs for as many people as were at work in the state in 1899." As might be expected for an area embracing one half the population of the state, the greatest concentration of the ills described by the Recess Commission falls in Boston. The economic management, the physical functioning, and the civic achievement of Boston and of various other large cities adjacent to Boston are recognized to be poorer than might be desired or felt possible. In addition, the great complex metropolitan region does not function very effectively as a whole.

All citizens, whether of Greater Boston or of other communities in the state, must agree that anything that Boston can do to lift itself up





again with new health and new vigor, will be to the advantage of the entire state. Conversely any failure to achieve good civic management in Greater Boston will throw added burdens on the state.

~~A viewpoint which says, "Let Boston Go Hang", just won't work. The rest of the state would thereby "Hang With Boston." It is like the old story of the man who thought he couldn't get along with his wife until he found that he couldn't get along without her.~~

It should, ~~therefore~~, be highly encouraging to all the rest of the state that a spontaneous uprising of citizens is taking place in Greater Boston. The Bill for the improvement of the Port of Boston represents the first choice in action by an organized Greater Boston group which has emerged to tackle Greater Boston's problems and develop its opportunities.

Although this first step in the program of the Greater Boston Development Committee which represents the spearhead of this effort "to put Boston on its feet", involved asking the state Legislature for a substantial sum of money for Port development, it is not the aim of the Greater Boston Development Committee to try to solve Boston's problems by transferring them to the state. It is rather the aim of this group to organize the potential power of the citizens of Greater Boston to come to grips with their common affairs and eventually to achieve a higher level of economic, social and political self-management.

The leaders of the movement for Greater Boston development are acutely aware that most of the smaller communities of the Commonwealth are well managed. Perhaps some way can be found to manage the big metropolitan community of Greater Boston just as intelligently as the small community is managed under its town meeting government.

[illegible]



This is a big job. If citizens outside Greater Boston consider the bigness of the job, their sympathetic understanding and support will help Greater Boston to accomplish what it is setting out to do.

Let us, therefore, take a closer look at where the Greater Boston Development Committee came from, what it is, and what it plans to do. The spontaneous uprising of Greater Boston citizens, previously mentioned, manifested itself in several ways during the year 1944.

A Boston Contest was organized. Individuals and teams of individuals were invited to present proposed master plans for metropolitan development. The large number of plans submitted (90 in all) and the calibre of the men who undertook the arduous work required by the conditions of the Contest set a new standard for contests of this kind. This response of many of the finest minds in Greater Boston to the challenge of shaping a plan for the region's future, is an encouraging sign of the great interest and willingness of citizens to come to grips with big problems.

A second major development was the formation of a "Boston Looks Ahead Committee" which developed an exhibition at the Museum of Fine Arts early in 1945 relative to many phases of city planning. Lectures were held in connection with the exhibit. The interest in this exhibit was so great among the citizens of Greater Boston that it had to be extended beyond the time originally scheduled.

The year 1944 also saw businessmen and industrialists organized in a Committee for Economic Development, undertake the study of post-war employment in Greater Boston as a first step toward planning for needed commercial and industrial development programs in the future. This Committee operates on the basis that jobs for all who wish to work are essential to the economic health of the community. In addition, the



[illegible]

Committee recognizes that unless the metropolitan area can provide jobs and create useful wealth, it will not be in a position to pay for the many additional facilities and services required for a truly modern city or to bear its fair share of statewide burdens.

The emergence of the Greater Boston Development Committee, a group organized to undertake action on specific needed projects and opportunities, represents ~~the fourth~~ <sup>ANOTHER</sup> major development in Greater Boston during 1944. This Committee is now composed of nearly 200 leaders of groups and organizations representing every interest in the Greater Boston community. Its slogan, "Action Today for the Greater Boston of Tomorrow", was put into practice as soon as the organization of the Committee was completed and announced to the public. The Committee selected as its first project, development of the Port of Boston. The Bill calling for a Boston Port Authority backed by state credit for the construction of needed facilities was filed in the Legislature early in January 1945.

Because of the statewide significance of this project, the Committee was instrumental in the formation of the Massachusetts Committee for Port Development, under the chairmanship of Ralph E. Flanders, President of the Federal Reserve Bank of Boston. The purpose of this Committee was to inform the people of the Commonwealth of the need for this measure and to express the great statewide interest in the Port development program.

The wholehearted and active support which this No. 1 project of the Greater Boston Development Committee has enjoyed among the Selectmen of Massachusetts was in a large degree responsible for its smooth sailing in the Legislature. Over 175 Boards of Selectmen representing about 1,000,000 people recorded themselves in writing in favor of the Port Authority Bill. No Boards were opposed.



Committee recognizes that unless the metropolitan area can provide jobs and create useful wealth, it will not be in a position to pay for the additional facilities and services required for a truly metropolitan area or to bear its fair share of statewide burdens.

The emergence of the Greater Boston Development Committee, a group organized to undertake action on specific needed projects and programs, represents the growth of development in Greater Boston during 1945. The Committee is now composed of nearly 100 members of business and industry, representing every interest in the Greater Boston community. The slogan, "Action Today for the Greater Boston of Tomorrow," was put into practice as soon as the organization of the Committee was completed and the report to the public. The Committee selected as its first project, development of the Port of Boston. The Bill calling for a Boston Port Authority passed by state credit for the construction of needed facilities was filed in the legislature early in January 1945.

Because of the statewide significance of this project, the Committee was instrumental in the formation of the Massachusetts Committee for Port Development, under the chairmanship of Ralph E. Standen, President of the Federal Reserve Bank of Boston. The purpose of this Committee was to help the people of the Commonwealth of the need for this harbor and to express the great statewide interest in the port development program.

The wholehearted and active support which this No. 1 project of the Greater Boston Development Committee has enjoyed among the legislators of Massachusetts was in a large degree responsible for the prompt action in the legislature. Over 100 members of the legislature representing every district in the state took part in action in favor of the Port Authority Bill. No records were kept.



Looking into the future, the Greater Boston Development Committee sees various needs and opportunities on which action is imperative and will benefit not only Greater Boston but the entire state. Among the needs to which the Committee is now devoting attention are:

1. Port Development. The Port Authority Bill enacted by the Legislature represents the first great step for Port development. Only experience as time goes on will show whether additional legislation or appropriation is necessary in order to maintain this vital service to Massachusetts commerce and industry, or to seize new opportunities which may arise for building more business. However, the passage of legislation and the modernization of facilities are not enough in themselves. The Port will benefit Massachusetts communities and Massachusetts industries to the extent that it is used by shippers throughout the Commonwealth. In addition, its advantages should be "sold" by Port boosters from Massachusetts and New England in their dealings with business interests in areas outside New England which can be economically served through the Port. People of our state need to be aware of the resources of our state and to be as aggressive in selling these advantages as, for example, Californians are in selling their sunshine to the rest of the country.

2. Aviation Development. Strategic location of Boston, Massachusetts, and New England, in a great emerging age of air travel and transportation, brings opportunity to make this region a great focal point in the world-wide airborne movement of goods and people. This opportunity must, indeed, be seized if this region is to hold its own in industry and trade. Aviation development involves the development of the Logan International Airport as a major terminal for planes travelling to all

their shining to the rest of the country.



parts of the nation, hemisphere and world. It also involves secondary airports elsewhere in Massachusetts and New England to link the cities, towns and industries of the whole region with the great central terminal. It involves the development of facilities for private plane travel and transportation for quick movement from one point to another in Massachusetts and New England. A great forward step was taken by the 1945 Legislature in passage of the Bill for uninterrupted development of the Logan International Airport for the next two years. In time to come, much more must be done in the field of aviation development by Greater Boston, Massachusetts and New England, all working together for the best final benefits to all. We must not forget that we are now only 60 hours by air from any point on the globe. We must seize our opportunity to play a great part in this new air world.

3. Traffic and Transportation. The great movement of goods and people between other parts of Massachusetts and the major commercial and industrial focal point of Greater Boston makes it necessary to undertake development of efficient transportation within the metropolitan region and to all points outside. The solution of this problem may affect the future of this whole area with regard to development of new industries and new trade. An area whose arteries for the flow of traffic are clogged and choked is not attractive to business enterprises which count the costs of waste time. Our "circulation" must be good. Because the metropolitan area is an interlocking whole composed of numerous cities and towns, the development of efficient and well integrated transportation necessarily involves the use of powers of the state. It is impossible for any single community in Greater Boston to solve the problem. The Rapid Transit System of Greater Boston has for many years



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been costly to the state without providing services equal to the need. It will take state action of some kind to solve this problem. While the Greater Boston Development Committee has as yet adopted no specific program with regard to either highway or rapid transit development within the metropolitan area, it recognizes that careful study should yield some plan which would at one and the same time provide more efficient service and do so more economically.

4. Finance and Taxation. The financial and taxation problems faced by the city of Boston and some other large cities near the center of the metropolitan region are critical for these cities and unless solved may become critical for the state. These problems result from many complex causes. Solution is not easy. While better government is certainly an important part of the problem, it is by no means the whole or only part. The problem is a metropolitan problem rather than a Boston problem. It cannot be solved simply by *attention to the* "honesty in politics" *political aspect* although this is an indispensable ingredient. It involves skilful city planning and engineering, of a magnitude and complexity which the smaller city and town does not have. The solution will depend upon a positive, energetic and open-minded approach not only on the part of citizens of Greater Boston but on the part of people in all other sections of the state.

5. Community Development. The development of Greater Boston embraces the whole broad range of interlocking human activity with regard to industry, commerce, residential development, institutional facilities, and social services. Many of these activities embrace statewide and even New England wide welfare. The needs of the Greater Boston community as a whole must be studied. Plans must be made with regard to where and

been ready to use state financial resources and so the  
it will also mean a change of state and to other state policies.  
the Greater Development Committee has in the report of 1951  
program with regard to other in regard to other financial development  
within the nationalized area. It would be the first step towards  
which some plan would be made and the state financial policy  
efficient service and do so more economically.

1. Economic and Social. The financial and taxation problems faced by  
the city of London and some other large cities have the character of the  
nationalized region are similar to the state and other cities and  
and financial problems for the state. These problems result from many  
complex causes. Division is not easy. While better planning is  
certainly an important part of the problem, it is by no means the  
only part. The problem is a multi-faceted problem which requires  
a multi-faceted solution. It cannot be solved simply by  
financial means. It involves many other factors. It involves  
the planning and development of a city and its surrounding area.  
The solution will depend upon a number of factors. The solution will depend  
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upon a number of factors. The solution will depend upon a number of factors.

2. Economic Development. The development of London and other cities  
the state must take of increasing public activity and investment in  
industry, commerce, residential development, and other activities.  
and social services. Some of these activities are already being carried out  
very much more than before. The state must take of increasing public activity  
and investment in industry, commerce, residential development, and other activities.



how specific developments are to be carried forward in such a way as to make all the developments fit together as a whole. There is no single public or governmental organization now doing this job.

Nor is there any private organization embracing the whole outlook.

The Greater Boston Development Committee does not intend to take over any activities which are being well performed by other organizations.

But it will serve as a focal point to bring together all interests,

both public and private, for the purpose of agreeing upon workable

plans and getting busy to put them into action.

There are undoubtedly other phases of problems and opportunities which the Greater Boston Development Committee will undertake to act upon as time goes on. But these five major fields are obviously ones which now urgently require a unified approach and unified action. A sound program to meet these big problems will benefit both Greater Boston and the entire state.

Not all of the programs of the Greater Boston Development Committee will involve state legislation. Fewer still will involve state appropriation.

For the most part, the solution of Greater Boston's problems lies in the hands of the more than 2,000,000 people in this great metropolitan community. To the extent that these 2,000,000 get busy to solve their own problems they will lessen the problems of the 2½ million people outside of Greater Boston. Much of what is most needed and will be most valuable both to the community and to the state will not depend upon legislation. It will come about through the voluntary, cooperative action of Greater Boston citizens working together on common programs which will have been widely discussed and agreed upon.

Many of the most important steps and achievements for improving Greater Boston may not come particularly to the attention of legislators or selectmen or citizens in communities in other parts of the state. It may be that



communities outside Greater Boston will hear about the Development Committee only when a problem requires action by the state Legislature. The broader currents of day to day constructive activity will be less visible to those outside metropolitan Boston.

This fact might well be borne in mind when viewing legislative proposals brought before the General Court with the sponsorship and backing of the Greater Boston Development Committee. If the real nature and program of this spontaneous uprising and citizen movement is not recognized by leaders from outside Greater Boston, they may erroneously believe that the only activity of this group is in the field of legislation.

The Greater Boston Development Committee, therefore, sincerely appreciates this opportunity to place before the Selectmen of Massachusetts this general statement of its purposes, its philosophy and its program, so far as now determined. The Committee will aim to the best of its ability to take the broad view of all problems and opportunities. It desires that every step in its program may lead to a higher level of living standards not only for the people of Greater Boston but for all the people of Massachusetts.



communities outside Greater Boston will have about the same amount of  
only when a problem requires action by the state legislature. The number  
of people of any one city or town is not a factor in the  
metropolitan Boston.

This fact alone will be enough to show that legislative action  
is not the only way to solve the problems of the metropolitan area.  
The Greater Boston Development Committee. It is the only  
this spontaneous arising and existed movement is not recognized by law  
from outside Greater Boston, that are extremely active in the only  
activity of this group is in the field of legislation.

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represents this opportunity to have before the legislature of Massachusetts  
this general statement of the problem, its history and its future, as  
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to take the broad view of all problems and opportunities. It wishes this  
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not only for the people of Greater Boston but for all the people of  
Massachusetts.

# SEE RUIN FOR BOSTON PORT

## Business Leaders Protest Cutting of Appropriation by \$10,000,000--- Claim \$5,000,000 Useless

New England industrial leaders last night voiced angry protests against the action of the House committee on ways and means in slashing \$10,000,000 from the Boston Port Authority program for the construction of piers and other waterfront facilities.

### Business Leaders Protest Port Appropriation Cut

Continued From First Page

Demands for reconsideration of the committee action in reducing the appropriation from \$15,000,000 to \$5,000,000 were immediately sounded by former Mayor John F. Fitzgerald of the Boston Port Authority, Pres. Ralph E. Flanders of the Federal Reserve Bank of Boston and chairman of the Massachusetts Committee for Port Development, and Chm. Jay R. Benton of the Greater Boston Development Committee, former Attorney-General.

"When I note that of the 15 members of the House ways and means committee, only one comes from Boston, which pays \$210 out of every \$1000 of the State expenses, while others come from little hamlets that pay 10 cents into the State treasury, I can well understand why Boston has been strangled by the Republican-dominated Legislature," said Mr. Fitzgerald. "The Republicans are in control of this Legislature and it is upon them that the blame lies for this wrecking of the Boston port upon which the rise or the fall of our State depends."

Chm. Benton, declaring that the ways and means report was "a distinct shock and a big disappointment," announced that he will meet with the executive committee of the Greater Boston development committee at 3 o'clock this afternoon to take action.

### Menace to Port, Says Flanders

The action of the ways and means committee would "seriously jeopardize the program for the development of the port," Pres. Flanders announced, complaining that the appropriation has been so restricted that it would be impossible for the Authority to obtain customers to lease the proposed piers unless the Authority is given permission to finance engineering and other plans. He said that unless the Legislature grants the full \$15,000,000 the entire plan for the development of the port might have to be abandoned.

Pres. Flanders explained his position as follows:

"The proposal of the ways and means committee of the Massachusetts Legislature to reduce the State credit available for the new Boston Port Authority from \$15,000,000 to \$5,000,000 and to restrict the Port Authority in its use of even the \$5,000,000 by requiring the completion of signed contracts prior to undertaking constructing activities seriously jeopardizes the whole program for the development of the port of Boston.

"It would appear that this proposal does not take adequately into account the hard, competitive necessity which now confronts the port of Boston following its many years of deterioration and loss of business to modern, aggressive ports lying southward along the Atlantic coast. The next year may indeed be the truly critical period for

the whole future of the port of Boston. "State credit of \$5,000,000 does not meet the need of or opportunity for building Boston port traffic even equal to that which the port had before the war. It may take the full \$15,000,000 originally sought to provide even the prewar level of services.

"Competitive necessity requires that the new port authority have this minimum of \$15,000,000 available for its immediate use, in order that construction or rehabilitation of piers or other port facilities may be undertaken by the authority without a moment's delay whenever the authority, as a result of its market surveys and negotiations with prospective port users, has sound reason to believe that the facilities will be put to profitable use.

"This is the hard practical situation which must be faced: Other ports under modern port managements have demonstrated to shipping lines and inland shippers port services of proved efficiency during a quarter of a century of Boston port neglect. They have a proved product to sell.

"Boston has a great natural opportunity to build a great port and to provide efficient shipping services. But this product is as yet only an idea. It has not yet been reduced even to engineering plans on paper. It will take from 18 months to two years, even working at top speed to complete engineering plans and build new facilities.

"Under the proposed bill the Port Authority might literally be forced to stand still for as much as a full year. By that time the patterns of peacetime shipping activity and trade may have been so largely shaped by competing ports as to strike a virtually fatal blow to all hopes of recovery of the Port of Boston for decades to come. If this is allowed to happen, the consequences to New England industry and our whole New England economy may be incalculable. The future of both the port and the whole region are hanging in the balance. The outcome will be determined by the action we take now."





# WORST ERROR IN 50 YEARS

**T**HE Ways and Means Committee of the Massachusetts Legislature has recommended a \$5,000,000 bond issue to save the Port of Boston.

This is a COMPLETELY INADEQUATE SUM.

It will not accomplish a third of the work that must be done.

It will send our essential commerce to New York and other ports. It will doom thousands of our people to idleness and doles.

It is the worst example of political short-sightedness on Beacon Hill in fifty years.

It is like saying to our rival ports:

*"You can take our prosperity. We don't want it."*

The Ways and Means Committee did not hesitate to recommend two appropriations totaling \$30,000,000 for new sewers.

**THIRTY MILLION DOLLARS FOR SEWERS AND FIVE MILLION DOLLARS FOR THE PORT ON WHICH THE PROSPERITY OF THE WHOLE STATE DEPENDS!**

It is doubtful if there ever was a more tragic illustration of inconsistency in the history of the world.

**T**HE members of the House of Representatives and the members of the Senate should display more common sense and wisdom.

**NOT ONE DOLLAR LESS THAN \$15,000,000 SHOULD BE APPROPRIATED FOR THE PORT.**

As a matter of fact, the APPROPRIATION SHOULD BE \$50,000,000.

We must keep our factories open.

We must keep our people employed.

We must have incomes instead of bread-lines and charitable handouts.

These desirable and necessary things are certainly worth \$15,000,000.

The attitude of the individual legislator towards the Boston Port Bill is an ACCURATE TEST of how much he really cares for the people and their welfare.

If he wants another depression in Massachusetts and another period of stagnation, he will vote for the \$5,000,000 appropriation.

**BUT IF HE WANTS GROWTH, EXPANSION AND THE KIND OF PROSPERITY THAT WILL GIVE OUR PEOPLE STEADY EMPLOYMENT AT AMERICAN WAGES, HE WILL VOTE TO RESTORE THE \$15,000,000 APPROPRIATION.**

Let every member stand up and be counted on this important issue.

The people have a right to know who are their friends and who are NOT their friends.

If the \$5,000,000 recommendation prevails, and another depression comes, the legislators responsible for restricting the port's growth will never be able to escape the blame.

They will be accused of dooming millions of people to idleness wherever they go or whatever they do.

When business and jobs that belong in Massachusetts go to other parts of the country, these legislators will be condemned.

**L**ET US appropriate the FULL FIFTEEN MILLION DOLLARS.

Let it be said that we did everything in our power to save Massachusetts and her principal port.

It will be a self-liquidating investment.

Every cent will be paid back WITH EVER-INCREASING DIVIDENDS IN THE FORM OF MORE JOB OPPORTUNITIES AND HIGHER WAGES.

Which is infinitely more than can be said for the sewers into which the Ways and Means Committee would sink thirty million dollars.

**AND WHAT NEED WILL WE HAVE FOR THE SEWERS IF WE CLOSE WHAT COULD BE THE GREATEST PORT IN THE WORLD AND SHUT DOWN THE IMPORTANT INDUSTRIES THAT THE PORT IS SUPPORTING?**

The Ways and Means Committee has made a most serious mistake.

Let us hope and pray that the members of the Legislature won't be so foolhardy as to repeat the mistake.

22—Boston American, June 29



## Boston Port Must Have \$15,000,000

**T**HE WAYS and Means Committee of the Massachusetts House of Representatives has favorably reported the bill establishing a five-man Port of Boston Authority to develop and expand the port facilities.

This is highly commendatory.

But the Ways and Means Committee has slashed the recommended \$15,000,000 Port Authority bond issue to \$5,000,000.

This is emphatically NOT commendatory.

Leaders of business, industry and labor have repeatedly said that \$15,000,000 was the LEAST that could be spent to enable the Port of Boston to compete with other Atlantic ports which have been taking trade, prosperity and employment from Massachusetts.

The House and Senate should restore the provision in the bill authorizing the full \$15,000,000 bond issue.

We must protect the jobs and wages of our people.

We must have our rightful share of postwar trade.

We must grow as our port, the nearest North American port to the European continent, deserves to grow.

**BUT WE CANNOT DO ANY OF THESE DESIRABLE AND NECESSARY THINGS IF THE MEMBERS OF THE LEGISLATURE ARE SO SHORTSIGHTED AND OUT OF STEP WITH THE TIMES AS TO REFUSE TO PROVIDE THE NECESSARY MONEY.**

Let us remember that the rival ports—the ones that have been draining away our Massachusetts prosperity—HAVE RECEIVED MILLIONS OF DOLLARS IN PUBLIC FUNDS IN THE PAST TWENTY YEARS.

Are we now to refuse the relatively small sum of \$15,000,000 to give our people jobs instead of doles and breadlines when this war ends?

No friend of the people will sanction the miserly, thoroughly inadequate \$5,000,000 bond issue.

The friend of the people will prove that he is their friend by demanding and **GETTING** the **WHOLE \$15,000,000 BOND ISSUE.**

This is a **TEST** of how much the members of the legislature respect their constituents and their needs.

It is the most important legislation of the year.

Not one dollar less than \$15,000,000 should be appropriated.

That is the **MINIMUM EXPENDITURE** for the kind of port that will keep our factories open and our people employed.





# Ten Million Cut 'Shock'

Decision of the House ways and means committee to reduce the \$15,000,000 appropriation to establish and finance a five-man Port of Boston Authority to \$5,000,000 is "a distinct shock and a big disappointment," Jay R. Benton, chairman of the Greater Boston Development Committee, declared yesterday after the House committee had reported favorably on the bill.

Benton said an emergency meeting of the executive committee had been called to decide further action.

Although the bill, as sent to the House by the ways and means committee, provides for a \$5,000,000 bond issue, the authority also would have available \$4,750,000 granted in 1941 for use on the Boston and Maine piers, a project which has been held up because of the war.

The measure as now proposed calls for members of the Authority to serve without pay, to be appointed by the Governor with the approval of the executive council, and to have full administrative power in expanding and improving port facilities.

THE BOSTON DAILY GLOBE—FRIDAY, JUNE 29, 1945

## Cut Jeopardizes Port Program, Flanders Says

Strong protests against reduction of the appropriation in the Boston Port Authority bill from \$15,000,000 to \$5,000,000 and restrictions on the construction program, as proposed by the House Ways and Means Committee, were lodged last night by leaders in the movement to develop the port.

Ralph E. Flanders, president of the Federal Reserve Bank of Boston and chairman of the Massachusetts Committee for Port Development, declared that the recommendation "seriously jeopardizes the whole program" and may "literally force the Port Authority to stand still for as much as a full year."

Expressing his disappointment, Jay R. Benton, chairman of the Greater Boston Development Committee, announced his group would meet today "to decide what action we will take."

The Ways and Means Committee recommendation provided for setting up a new five-man Port of Boston Authority to develop port facilities and made available a \$5,000,000 bond issue, plus the \$4,750,000 approved in 1941 for construction on the Boston & Maine Railroad piers in Charlestown. The latter project has been delayed for lack of materials.

### Can't Equal Pre-war Port

The bill requires that the agency report to the Legislature next January on plans for port development. The board would consist of five unpaid members, named by the Governor, including at least one and not more than two Boston residents, while not more than three can be of the same political party.

Flanders said the \$5,000,000 bond issue "does not meet the need or opportunity for building Boston port traffic even equal to that which the port had before the war."

Citing a requirement for completion of signed contracts for lease of piers before construction can start, he said the bill "leaves the new Port Authority little to sell except good intentions."

"Steps already under way to sell the port on the assumption that the minimum development provided in the (original) \$15,000,000 bill would be undertaken might even have to be abandoned," he continued.

"However much we may believe in the future of the port, how can we expect prospective customers to enter into signed contracts for piers we merely propose to build in Boston and whose completion may even be dependent upon obtaining additional funds from a future Legislature?"

A year's delay, Flanders said, may mean "the patterns of peacetime shipping activity and trade may have been so largely shaped by competing ports as to strike a virtually fatal blow to all hopes of recovery of the Port of Boston for decades to come."

Representative Charles E. Shepard, Warren, Republican chairman of a sub-committee which drafted the bill, contended the measure would give Boston a "real port authority."

He explained that provisions would be made in the port bill for funds to cover immediate preparation of plans and specifications, so that the authority can proceed as rapidly as possible. A separate budget for promotion and other activities will also be set up, he said.





# Boston Traveler

FRIDAY, JUNE 29, 1945

## *The Boston Traveler's Platform:*

1. Rehabilitation and employment for every serviceman.
2. Adequate auto access to the business district.
3. Full use of port facilities.
4. The best railroad, rapid transit and air service.
5. Fair taxation for homes and business.
6. New England unity at Washington.

## **It Must Be All the Way**

The House ways and means committee, following the well established legislative practice of doing slowly, reluctantly and by halves those things for Boston which are vitally necessary in their entirety for the entire state, has approved a five-man Port of Boston Authority with the right to float a \$5,000,000 bond issue and to spend \$4,750,000 allocated for piers in 1941 but never used.

The committee which deems this an adequate sum for the role this port hopes to play hereafter must have led a curiously inland and inward life. The barest study of what Philadelphia and Baltimore have done, not to mention New York which is out of this world as they picture the world, would show the difference.

The committee's hesitancy and ultra-conservatism are a serious threat to our economic well-being. This is no time for such half-way measures. We must have a Port Authority with complete authority to restore the Port of Boston to full usage.

The Legislature must go all the way. If it is unwilling, it must take the responsibility for intentionally destroying the Port of Boston and the business it would stimulate.

After all, the Port is more important than the Airport on which the Legislature first hesitated and then went through for the full amount.

The Legislature, by stopping at \$5,000,000, would definitely tag Boston as not having the courage of its convictions. If the Legislature hasn't the courage to give the board authority to borrow \$15,000,000 under proper safeguards, it had better kill the whole thing.



# Boston Traveler

FRIDAY, JUNE 29, 1945

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## Things Done by Halves

The House ways and means committee, following the well established legislative practise of doing slowly, reluctantly and by halves those things for Boston which are vitally necessary in their entirety for the entire state, has approved a five-man Port of Boston Authority with the right to float a \$5,000,000 bond issue and to spend \$4,750,000 allocated for piers in 1941 but never used.

The committee which deems this an adequate sum for the role this port hopes to play hereafter must have led a curiously inland and inward life. The barest study of what Philadelphia and Baltimore have done, not to mention New York which is out of this world as they picture the world, would show the difference.

The best one can say for their favorable report is that they have taken a half-step in the right direction. Let us hope the full Legislature will dare to do the full job.





## Flanders Cuts Business Trip To Help Port Authority Plan

Cancelling an important business trip in Maine, Ralph E. Flanders, President of the Federal Reserve Bank of Boston, was hurrying back to Boston today to help rescue the Port of Boston development program from "serious jeopardy" at the hands of the State legislators.

Mr. Flanders, a leading figure in the drive to lift the Port of Boston back to its former prominence in world trade, expects to arrive here in time to attend an emergency meeting of the Greater Boston Development Committee, called by Jay R. Benton, Committee Chairman, for today.

Mr. Benton stated that the bank president, who is also Chairman of the Massachusetts Committee for Port Development, considered the crisis in Port plans sufficiently serious to abandon an important business trip through New England. The conference will discuss action to be taken concerning legislative committee proposals to reduce Port appropriations from the originally stipulated \$15,000,000 down to \$5,000,000.

The limiting proposals would put Boston's Port development in serious peril, declared Mr. Flanders in a statement released before he left Maine for Boston.

Expressing keen disappointment that the Legislative Committee on Ways and Means should consider the development of the state's outlet to the sea of such minor importance, Mr. Flanders said the legislators apparently do not take into account the hard, competitive necessity which now confronts the Port of Boston, following many years of depletion and deterioration.

"The proposals of the Ways and Means Committee," he said, "to reduce the state credit available for the new Boston Port Authority from \$15,000,000 to \$5,000,000 and to restrict the Authority in its use of even the \$5,000,000 by requiring the completion of signed contracts prior to construction activities, jeopardizes the whole development program."

"The next year may indeed prove to be the truly critical period for the whole future of Boston shipping."

He pointed out that a state credit of \$5,000,000 would not meet the need or opportunity for building

Boston Port traffic even equal to that which the Port had before the war. Competitive necessity, he insisted, requires the full \$15,000,000 for immediate use in the construction of piers and other Port facilities.

"Boston has a great natural opportunity to build a great Port and to provide efficient shipping services. But this product is as yet only an idea. It has to be reduced to engineering terms on paper. It will take 18 months to two years, even working at top speed, to complete engineering plans and build new facilities."

The conference today will attempt to ascertain what can be done to impress the legislators with the importance of the vital Port issue. Mr. Flanders returns with the "do-it-now or it will never be done" convictions of a man who has watched the steady decline of the Port of Boston in competitive competition with other large ports.

On that basis he could not see prospective customers entering into signed contracts for piers which local engineers merely propose to build, and which will depend for building upon the good graces of future legislators in appropriating additional funds.

Boston needs the money now, he added, as assurance to prospective customers that the city intends to carry out the plans being drafted upon paper.





30—Boston American, June 29

## Port Backers Challenge Slash

Declaring that the future of the Port of Boston and New England industry was at stake, business and civic leaders met today to challenge the action of the House ways and means committee in slashing the proposed appropriation in the Port Authority bill from \$15,000,000 to \$5,000,000.

Declaring that the reduction came as a "big shock and disappointment," Jay R. Benton, chairman of the Greater Boston Development Committee, summoned his group to meet today "to decide what action we will take."

Former Mayor John F. Fitzgerald, member of the Boston Port Authority, declared that the blame for "the wrecking of the Boston port upon which the rise or fall of our State depends" lay with the "Republican-controlled Legislature."

At the same time, Ralph E. Flanders, chairman of the Massachusetts Committee for Port Development, warned that the whole program for the expansion of the port was seriously jeopardized.

Flanders asserted that unless the Legislature grants the full \$15,000,000 the entire plan for the development of the port may have to be abandoned.

## Port's Future Seen in Peril

### Cut of \$15,000,000 Vote To \$5,000,000 Scored

The whole program for the redevelopment of the Port of Boston is seriously jeopardized by the recommendation of the Legislative Ways and Means committee in cutting the appropriation provided in the port from \$15,000,000 to \$5,000,000, Ralph E. Flanders, chairman of the Massachusetts Committee for Port Development, said last night.

At the same time, Jay R. Benton, chairman of the Greater Boston Development Committee, said the reduction was a distinct shock and big disappointment, and the executive committee would meet in an emergency session today to determine what steps would be taken.

Flanders warned that competitive necessity arising from the head start of business building activities on the part of the major middle Atlantic ports, made it essential for the new port authority to have the full \$15,000,000 credit originally proposed in the bill.

Informed of Flanders' statement, Rep. Charles E. Shepard of Warren, House member of Ways and Means, said the committee felt the Legislature should know where construction was to be undertaken before money was appropriated. He also said a supplementary budget would be recommended to take care of promotion and advertising for the port, since that item, the committee felt, should not come under the original appropriation.

Rep. Shepard further said the committee had talked with Boston & Maine Railroad officials and learned that the proposed Mystic Docks reconstruction would be held up another year at least because of superstructure steel priorities.

## PORT OF BOSTON BILL REPORTED

Calling for a \$5,000,000 bond issue, a bill establishing a 5-man Port of Boston Authority to develop and expand the port facilities here has been reported to the Legislative Ways and Means Committee. The 5-man board would be given this money to work with for the next six months plus the \$4,750,000 appropriated in 1941 for development of the Boston & Maine piers.

The Legislative Committee on State Administration originally reported a bill setting up such an Authority with a \$15,000,000 bond issue. Under the bill reported yesterday the Authority must report to the legislature in January, 1946, with plans and specifications.



# Port Bill Gets New Hearing

The \$5,000,000 Port of Boston Authority bill reported by the House ways and means committee yesterday in place of the \$15,000,000 measure proposed by the Greater Boston development committee was declared inadequate by other legislators today.

After the Senate and House caucused today it was announced the bill probably will be placed on the calendar for action Monday.

One of its critics, Rep. John H. Carroll of Dorchester, is a member of the committee on state administration, which toured the ports of New York, Philadelphia and Baltimore as a prelude to making recommendations for Boston. Carroll, whose committee advocated a \$15,000,000 bond issue for port improvements and expansion, said:

"The Legislature can be penny-wise and pound-foolish in this appropriation. In order to make money you've got to spend money. In order to make Boston and Massachusetts prosper we've got to invest in our port. Actually, the \$15,000,000 under discussion would hardly build two piers. We should spend \$100,000,000 to put Boston in its proper place."

Rep. Louis Lobel of Brighton, a member of the same committee, said:

"We should have that \$15,000,000 if we are to set up a Port Authority with real power. We must show shipping and industry throughout the world that we are equipping our port to handle everything from the largest to the smallest vessels and cargoes. Any decrease in the \$15,000,000 appropriation will indicate the Legislature does not have confidence in Boston as a port—and even \$15,000,000 will only put us back where we were six years ago."

Rep. Edmund J. Donlan of West Roxbury, former assistant corporation counsel of the city, said:

"The industrial prosperity of New England depends on low-cost water transportation into the Port of Boston. I believe the sum of \$15,000,000 should be authorized."

One of the most prominent Republicans, Rep. John W. Vaughan of Belmont, sided with the advocates of a \$15,000,000 bill, but Rep. Henry J. Shattuck of Boston said, "I don't think we should write a blank check for the new Port Authority."

Majority Floor Leader John E. Flaherty disclosed he plans a conference with Democratic members of the House to see what can be done to increase the sum provided for in the bill reported by

the ways and means committee.

Rep. John E. Powers of South Boston, member of the ways and means subcommittee which drafted the \$5,000,000 measure, explained:

"I told those favoring \$15,000,000 it was their job to sell the Port of Boston and return to the Legislature in 1946 with a concrete program. I said to them: 'Come back here January next with such a plan and if you need \$20,000,000 to carry it out you'll get it within a week.'"

William Jackson, president of the Boston Chamber of Commerce, and Joseph P. Kennedy, chairman of the Governor's special committee to study the advisability of setting up a state department of commerce, told Powers' committee they favored the \$15,000,000 bill.







# VICTORY LUNCHEON

TENDERED TO  
THE BOSTON DISTRICT



Boston Mutual  
Champions of 1944



HOTEL KENMORE  
FRIDAY, JUNE 29, 1945

The Boston Mutual Life Insurance Company's Luncheon  
In Honor of The Boston District  
COMPANY LEADER FOR 1944  
IN "THE BOSTON ROOM" HOTEL KENMORE, BOSTON

FOLLOWED BY THE

BALL  
GAME  
AT  
BRAVES  
FIELD



BOSTON  
BRAVES  
vs:  
CINCINNATI  
REDS

SUPERINTENDENT JOSEPH WHITE

*BOSTON OFFICE ORGANIZATION*

Joseph White, *Superintendent*

*ASSISTANTS*

Meyer Nickinson      Edward J. Ariel      Victor Rosenstein      Louis Gass

*AGENTS*

Philip Kramer	Joseph Bumbaca	Elmer Butler	Alessandro Reina
Oscar Weiss	Henry F. Norris	Jack M. Novack	John P. Sciaba
Charles A. Karam	Joseph Sarno	Gordon A. Mackay	Maxwell R. Roberts
Barnard Marnoy	Max Oxman	George J. Hodge	Maurice E. White

Samuel Tobin

*New Agents added since January:* Hyman Foster      Barnett Cohen

*HOME OFFICE REPRESENTATIVES*

Jay R. Benton	Edward C. Mansfield	Everett H. Lane	William H. Moody
<i>President</i>	<i>Secretary and Treasurer</i>	<i>Asst. Secretary and Treasurer</i>	<i>Supt. of Agencies</i>
	Lorne J. Peters		
	<i>Asst. Supt. of Agencies</i>		

*INVITED GUESTS*

Ambrose F. White	George D. Swig	Edward E. Mackay	Linus M. Callen
<i>Supt. Providence District</i>	<i>Supt. Lawrence District</i>	<i>Supt. Cambridge District</i>	<i>Supt. Roslindale District</i>





Soup du Jour

---

Assorted Relishes

---

Roast Stuffed Turkey, Giblet Gravy

French Fried Potatoes

Fresh Green Peas au burre

---

Hot Luncheon Rolls

Jelly

---

Kenmore Sherbet

---

Coffee

---

Cigars

Cigarettes

Friday -

June 29, 1945

Dear Mom and Dad B.

Bessie gained 10 oz. last  
week! - she now weighs  
13 lb. 2 oz.

Love,  
Lance.





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101



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16





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## Boston Mutual Agency Award Presentation



President Jay R. Benton of Boston Mutual Life presents silver punch bowl to District Superintendent Joseph White whose agency in uptown Boston district had the largest combined increase of the thirty-two New England districts in 1944.

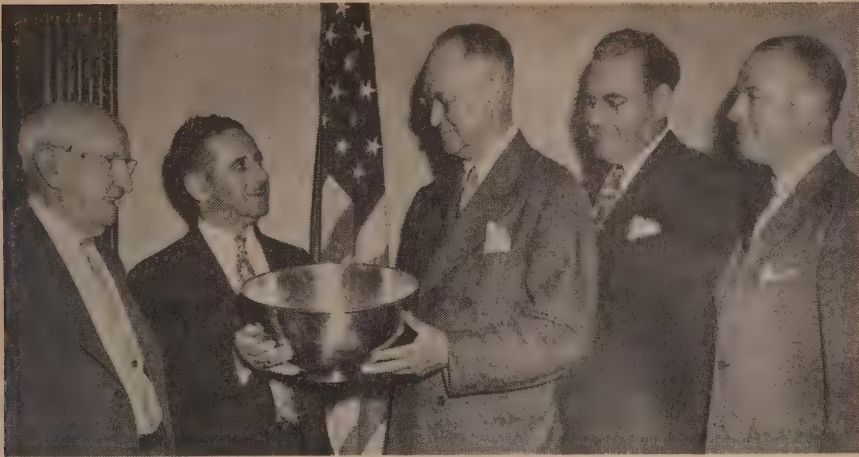
In above picture: Left to Right are Superintendent of Agencies William H. Moody, Superintendent White, President Benton, Assistant Superintendent of Agencies Lorne J. Peters, Assistant Secretary and Treasurer Everett H. Lane.





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## Presenting Boston Mutual Trophy



President Jay R. Benton presents a silver punch bowl to District Superintendent Joseph White of the uptown Boston district office. His agency led the field of thirty-two district offices in New England. Left to right: Superintendent of Agencies William H. Moody, Superintendent White, President Benton, Assistant Superintendent of Agencies Lorne J. Peters, Assistant Secretary and Treasurer Everett H. Lane.

UNITED STATES REVIEW



June 28, 1945

MEMORANDUM

From: Jay R. Benton, Chairman, Greater Boston Development Committee

To: Members of the Executive Committee

Subject: Emergency Meeting on the Port Authority Bill

An emergency meeting of the Executive Committee of the Greater Boston Development Committee is hereby called for 3 p.m., tomorrow afternoon, (Friday, June 29) in Room 1024, at 80 Federal Street, to consider what action we should take with regard to the decision of the Ways and Means Committee of the Legislature in reporting out a Port Authority Bill calling for only \$5,000,000 of state credit rather than the \$15,000,000 provided for in the original bill.

It is hoped that as many members of the Executive Committee as possible may be present for this important meeting.



June 28, 1942

MEMORANDUM

TO: Mr. A. Brown, Chairman, Federal Reserve Board  
FROM: Mr. A. Brown, Chairman, Federal Reserve Board  
SUBJECT: Emergency Banking Act of 1933

The Emergency Banking Act of 1933 is a landmark piece of legislation which has played a major role in the history of the Federal Reserve System. It was passed during a time of great financial crisis, and it has since become a model for emergency legislation. The Act gave the Federal Reserve the authority to suspend the gold clause of the Federal Reserve Notes, and it also gave the Federal Reserve the authority to suspend the gold clause of the Federal Reserve Bonds. This was a major step in the history of the Federal Reserve, and it has since become a model for emergency legislation. The Act also gave the Federal Reserve the authority to suspend the gold clause of the Federal Reserve Notes, and it also gave the Federal Reserve the authority to suspend the gold clause of the Federal Reserve Bonds. This was a major step in the history of the Federal Reserve, and it has since become a model for emergency legislation. The Act also gave the Federal Reserve the authority to suspend the gold clause of the Federal Reserve Notes, and it also gave the Federal Reserve the authority to suspend the gold clause of the Federal Reserve Bonds. This was a major step in the history of the Federal Reserve, and it has since become a model for emergency legislation.

June 29, 1945

MEMORANDUM

To: Mr. Jay R. Benton

From: Mr. Eugene L. Belisle

In connection with the meeting this afternoon, if a statement is to be issued by the Executive Committee to the Press, I wonder whether it might be possible to put consideration of this statement on the agenda quite early so that production and distribution of the statement may go ahead while the Committee is considering the other things it may want to do.

With this thought in mind I am attaching a tentative statement in order to have something down in black and white which might be considered by you in advance of the meeting. This might expedite a decision on a final statement.

In addition, I am taking the liberty of noting down a few suggestions of moves which you might possibly want to have the Executive Committee consider, as follows:

1. Statement by Executive Committee for newspaper release.
2. Memorandum to local chairmen and leaders of organizations which have been active in the Port program, urging their vigorous action and enclosing a copy of the Flanders statement in the case of people outside of Greater Boston and an Executive Committee statement in the case of contacts within Greater Boston.
3. Contact by phone or in person with publishers or editors of principal newspapers throughout the state relative to editorial support.
4. Contact with farm organizations who will be particularly influential with Representative Shepard.
5. Possibility of a mass meeting at Faneuil Hall (because of time element, promotion would have to be carried on through use of front page newspaper advertising for at least one day and preferably for two days. Cost of 3" double column ad for 1 day in the Herald, Globe, Traveler and Post, plus inside page advertising in Record-American and Monitor, would total approximately \$1,000).
6. Check list of leaders of important organizations favoring Port Authority Bill, to be divided among members of the Executive Committee for personal follow-up to urge pressure on their legislators.
7. Via the same personal contacts as determined by 6, get leaders of supporting organizations to issue statements to the Press directly stating their support of the \$15,000,000 Bill.





Chairman Benton, of the Greater Boston Development Committee, called an emergency meeting of its executive committee for today at 3 p. m. to decide what action should be taken on the House ways and means committee's decision to reduce the Port of Boston fund from \$15,000,000 to \$5,000,000. Benton termed it "a distinct shock and big disappointment."

The storm that lashed the coast was moving northeastward yesterday and storm warnings were discontinued at 3 P. M. The Boston weather bureau predicted that today would be partly cloudy, and hot and humid in the afternoon. The maximum temperature is expected to be about 90 degrees.

Friday, June 29, 1945

Woke up early and after tossing and turning turned on the light and did a lot of work and reading. Up at the regular time - breakfast on the porch - orange juice - corn flakes - creamed saltfish on toast - ked coffee. Showed the Louis, the gardener where to plant the 2 shrubs by the front porch. Stumbled over a root and barked my left shin. To the Square with Frances - Sullivan - office. A busy morning particularly telephone conferences on the Port Bill. Left at 12.10. Taxi to the Hotel Kenmore. Attended the Victory Luncheon of the Boston District Office. Taxi Back to the office. At 3 over to Headquarters for a long conference on the Port Bill. Back to the office at 5. Home all the way on the cars. Tim Back from Devereux today. Now on crutches. He and Mary out to dinner. Buffet on the front porch. Jellyed Consomme - Cold Salmon Salad. Allumette Potatoes. French Bread. Milk. Peach Shortcake. Up stairs and to sleep early.

# Thousands Rush To Resorts as Mercury Soars

A sun that brought the temperature close to 90 before noon ushered in a fair week-end for Greater Boston today, even though the humidity stood at 67 as early as 10 a. m. Tomorrow will be

sunny and quite warm, the government meteorologists promised. "It will also be sticky," said G. Harold Noyes, who retired today as head of the weather bureau after 47 years and three months in government service.

The North and South Stations were thronged by vacationers

headed for cooler climes. Railroads reported travel heavy to the mountains and seashore resorts.

Tonight will be partly cloudy with a temperature not much lower than 68, the forecasters said.

Saturday, June 30, 1945

Woke up early again and did some work and read for a couple of hours. At 8.30 - Jane brought up my breakfast. Orange juice - corn flakes - Poached eggs on toast - Iced Coffee. Read the "Herald". Dressed and walked up to Salem to get the "Post" and "Globe" - Back to the house and read those papers. Very hot and muggy. At 9.20 - Shaved. Hot as all get out - Seersucker suit. With John to Harvard Square - to the Post office - mailed letter to the Boston Insurance Co. and bought the new required \$5. Federal Auto stamp. to Roger Kent's in the Taubman Building and got my new suit. to the books in the Square and bought an armful of new papers - to Lew and dove and picked up my two cleaned suits. to the Big Bear - for a dozen Bulkie Rolls and a loaf of Rye Bread - to Griffins for 3 Enterters. Back to the house. Read. Buffet Luncheon - Ilied Cusmane - Shio ten salad sandwiches - Milk - Sliced Peaches. Rested or tried to rest all afternoon



## ***It's Time for Massachusetts to Wake up—***

***-See Editorial, Page Four, and Bob***

***Sibley Article on This Page***

# **Groups to Fight Solons' Slash in Hub Port Bill**

By BOB SIBLEY

The question of whether the shipping facilities of the Port of Boston are to be brought up to date or permitted to continue down the skids neared the show-down stage today.

Throwing their weight behind efforts to prevent a \$10,000,000 slash in the pending Port Authority bill were members of the Greater Boston Development Committee, the New England Council, several chambers of commerce and other civic organization.

The show-down is expected to

**PORT**

## **Port**

(Continued from First Page)

materialize Monday on the floor of the House, when the ways and means committee's recommendation for \$5,000,000, instead of \$15,000,000, comes up for action.

Strong backing for proponents of the full amount appeared to be rallying today, after repeated warnings that anything less than the immediate ear-marking of \$15,000,000 would doom Boston to third-rate status.

Some legislators, among them members of the committee on state administration, were known to be behind the original proposal for the full amount. This committee had recommended not only that the

## **Boston Traveler**

SATURDAY, JUNE 30, 1945

### ***The Boston Traveler's Platform:***

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4. The best railroad, rapid transit and air service.
5. Fair taxation for homes and business.
6. New England unity at Washington.

### **Time to Wake up**

The House ways and means committee exhibited a strange conception of acumen when it lopped off \$10,000,000 from the Boston Port Authority program for the construction of piers and other waterfront facilities.

The \$5,000,000 credit to which it consented is wholly inadequate for consummation of the broad plans for port rehabilitation.

It may take the full \$15,000,000 originally sought to provide even the prewar level of services, according to Ralph E. Flanders of the Federal Reserve Bank of Boston and chairman of the Massachusetts Committee for Port Development.

We can't afford to toy with the port with tokens. We are faced with a hard-bitten competitive business



\$15,000,000 be made available, but that more funds be arranged for later, since new docks and berths would pay for themselves over a period of time.

In a new statement, after an emergency meeting, the Greater Boston Development Committee said the ways and means committee proposal for a two-thirds slash in appropriation "virtually ties the hands of the proposed new port authority during the highly critical months between now and the spring of 1946," and that "it critically endangers the entire future of the port of Boston." The statement continued:

#### MUST ACT NOW

"The Port Authority bill as originally proposed, with \$15,000,000 of state credit, was a carefully studied minimum bill, drafted by a committee of outstanding citizens.

"It gave the Port Authority the minimum needed powers and funds for action. The need is now much more acute than when the bill was originally filed nearly six months ago. Every day counts in the competition with more aggressive ports.

"If we are not now willing to do the minimum job required—namely, give a port authority real authority and the funds to act in a race against time during the next critical year—then why delude ourselves that through half-way measures Boston can ever again become a major port?

"The fact must be faced by the citizens and the legislature that we must take action now in keeping with the actual need. This need is determined by the present condition of the Port of Boston, the competition of other ports, and the decisive factor of time.

"Unless we take the needed action now, it might be better to abandon the bill, write off the pre-war volume of traffic and industrial activity which are dependent upon immediate port rehabilitation, and plan only such business as can be handled by a minor, second-rate port."

The committee outlined present conditions in detail, asserting that Boston "is suffering from long-time neglect," and that "our major port competitors along the middle Atlantic and Gulf coasts have been aggressively modernizing their facilities and building new volumes of traffic."

proposition that does not admit of any half-way measures or palliatives.

"Competitive necessity requires that the new Port Authority have this minimum of \$15,000,000 available for its immediate use," Flanders stated, "in order that construction and rehabilitation of piers or other port facilities may be undertaken by the authority without a moment's delay whenever the authority, as a result of its market surveys and negotiations with prospective port users, has sound reason to believe that the facilities will be put to profitable use."

Also, "Under the proposed bill the Port Authority might literally be forced to stand still for as much as a full year. By that time the patterns of peacetime shipping activity and trade may have been so largely shaped by competing ports as to strike a virtually fatal blow to all hopes of recovery of the Port of Boston for decades to come.

"If this is allowed to happen, the consequences to New England industry and our whole New England economy may be incalculable."

Hasn't the Port of Boston any friends on Beacon Hill? Here is an opportunity to make up for the shameful neglect of the port. The committee must reconsider its action and go all the way to provide for a genuine reconstruction.

# Plan to Slash Funds For Port of Boston Puts Future in Peril

The World's Day—June 30, 1945

## Boston: Proposed Appropriation Cut Hits Port

Future of the Port of Boston is critically endangered by the House Ways and Means Committee's proposed slash of the \$15,000,000 appropriations bill, the Greater Boston Development Committee charged.

## Boston Development Unit Sees Port Future Hurt by Funds Cut

The entire future of the Port of Boston has been critically endangered by the action of the House Ways and Means Committee in slashing to \$5,000,000 the \$15,000,000 appropriation for Port expansion, the Greater Boston Development Committee said in a prepared statement released late yesterday.

While the Committee was holding an emergency meeting to discuss the legislative body's action, demands for restoration of the full amount requested in the Port Authority Bill were being made by business, financial, and industrial leaders of the Commonwealth. They warned that unless Massachusetts is ready to develop the Port in a "big way" it could not hope to make Boston a first-class port.

### Recommendation for Cut

The stir over the Port Development Bill followed a report by the Committee on June 28 in which it was recommended that only \$5,000,000 be appropriated for use by the five-man Authority. It was indicated that more funds would be made available next year following the filing of a complete report by the Authority with specifications and recommendations.

In its statement, released after the emergency meeting yesterday, the Greater Boston Development Committee said that the House Committee's action "virtually ties the hands of the proposed new Port Authority during the highly critical months between now and the spring of 1946."

### Emergency Meeting Statement

The statement reads:  
The Port Authority Bill as orig-

inally proposed, with \$15,000 of State credit, was a carefully studied minimum bill, drafted by a committee of outstanding citizens. It gave the Port Authority the minimum needed powers and funds for action. The need is now much more acute than when the bill was originally filed, nearly six months ago. Every day counts in the competition with more aggressive ports.

If we are not now willing to do the minimum job required, namely, give a port authority real authority and funds to act in a race against time during the next critical year, then why delude ourselves that through halfway measures Boston can ever again become a major port?

The fact must be faced by the citizens and the Legislature that we must take action now in keeping with the actual need. This need is determined by the present condition of the Port of Boston, the competition of other ports and the decisive factor of time. Unless we take the needed action now, it might be better to abandon the bill, write off the prewar volume of traffic and industrial activity which are dependent upon immediate port rehabilitation, and plan only such business as can be handled by a minor, second-rate port. There is simply no use in deluding ourselves as to the actual conditions which we face. These are the conditions:

First—The port of Boston is suffering from long-time neglect. Its

## No Time to Pinch Pennies

Evidence of the type of official reaction that has retarded Boston port development for 25 years has cropped out in legislative proposals to reduce the Port Authority's improvement appropriations from \$15,000,000 to \$5,000,000. This is no time to pinch pennies on an issue so vital to the postwar trade capacity of Boston, hence Massachusetts and New England. It is hardly conceivable that business will be encouraged to use the port if city and State officials display only half-hearted interest.

Maybe this is the time to repeat Joseph B. Kennedy's recent exhortation to Massachusetts businessmen and legislators to "wake up" to their natural opportunities for leading the postwar procession of passenger and cargo traffic. As matters now stand, the port's facilities are 90 per cent obsolete for commercial shipping. The port is not equipped to handle traffic originating in its own back yard, let alone to compete with other ports for distant shipping.

Boston has no Port Authority properly empowered to compete with other port managements. Yet standing on the threshold of shipping opportunities unprecedented in the Nation's history, legislators invite stagnation of New England's industrial streams by curtailing State credit for port improvements.

In organizations like the Greater Boston Development Committee, the Boston Looks Ahead Committee, and the Massachusetts Committee on Port Authority, the Hub is experiencing a rebirth of courageous leadership which has drafted minimum requirements for regaining port prestige. The region's future demands that this new leadership be given 100 per cent legislative support. A 33½ per cent effort in the premise will certainly be reflected in the conclusion.



facilities have deteriorated. As matters now stand, the Port does not have sufficient berths to accommodate the volume of traffic which the port handled before the war. The full \$15,000,000 may be needed to provide even the volume of port services existing before the war. Substantial sections of New England industry depend upon the Port for transportation of raw materials and finished products before the war. If we are not now willing to make appropriations adequate for port services equal to those existing before the war, we cannot serve and will not maintain our prewar level of industrial activity.

Business and labor are behind this bill as drawn because it means not only the maintenance of jobs, but also the creation of hundreds of thousands of new jobs. This is a matter of vital concern to returning veterans.

Second—During a quarter of a century of Boston Port neglect, our major port competitors along the Middle Atlantic and Gulf coasts have been aggressively modernizing their facilities and building new volumes of traffic. Their foundation of modern facilities has been proved in practice. Shippers and shipping lines both know from experience that these ports offer modern facilities, modern management and efficient services.

#### Keen Competition

Their port management organizations are already at work soliciting peacetime business from shippers over immense inland territories. They are conducting practical negotiations with shipping lines for establishment of peacetime shipping services as soon as shipping is released from war activity. During the curtailment of shipping activities during the war, some of these ports have gained traffic which was previously shipped via Boston.

These ports are out to hold this business. Thus, competing ports have a terrific headstart on Boston even as regards the traffic which Boston handled just before the war, in addition to the traffic which they have been building, in some cases at the expense of Boston, for many years past.

Third—The Port of Boston is out to restore immediate prewar traffic, rebuild traffic lost during earlier years and win new volumes of traffic in areas which it can efficiently serve. But shippers and shipping lines have no way of knowing whether we really mean business except by our actions now. These shippers and shipping lines will look at the action of the Ways and Means Committee as an indication that Boston does not really intend to plan boldly or move swiftly. They will look upon the slashing of the bond issue to \$5,000,000 as a sign that we do not have faith in our endeavors to regain even our 1939 level of shipping activity and in our ability to create a port authority with sufficient business intelligence and judgment to find out what facilities are needed and can be profitably used.

Under the Ways and Means Committee Bill, the Port Authority will have to wait at least a year to proceed with construction of facilities whose needs are apparent right now. Since completion of engineering plans and construction of new facilities would take as long as 18 months, other ports will in the meantime win the business which we are not equipped to attract.



# DEMAND FOR PORT MONEY INCREASING

Flood of Appeals for  
Full \$15,000,000  
Faces Solons

**BUSINESS, BANKS  
AND LABOR UNITED**

Declare Heavy Cut to  
Leave Hub Second  
Rate City

BY WILTON VAUGH

Frantic appeals to the Legislature to grant the full \$15,000,000 bond issue for the development of the Port of Boston so that it may compete with New York, Philadelphia, Baltimore and other Atlantic ports in the battle for world trade flooded the State House yesterday, as business groups staged emergency meetings and condemned the action of the ways and means committee which slashed \$10,000,000 from the allotment.

## DEMAND FOR PORT MONEY INCREASING

Continued From First Page

The demands came from outstanding leaders of the New England Council, Chambers of Commerce, Boards of Trade, banking, shipping and transportation organization, as well as organized labor, all warning that unless Boston lets the world know right now that it is in the fight for pre-eminence in international commerce, the port will slip back among the second-raters.

It was recalled that the legislative committee on State administration after visiting the other Atlantic ports was in agreement that not only should \$15,000,000 be made available without delay, but that more money should be raised to go with it, because piers, docks and other improvements would quickly pay for themselves.

This committee heard Joseph P. Kennedy and other noted financiers warn that unless the State was ready to develop the port in a big way, Massachusetts would drop back to depression levels at the end of the war activity here. Under the bill creating the new Boston Port Authority, the leases to be signed for the use of the new port facilities would be sufficient to liquidate the bond issue entirely.

### Hold Emergency Session

Unanimously yesterday the Greater Boston development committee at an emergency meeting held at its downtown headquarters with Chm. Jay R. Benton presiding, voted to insist that the entire \$15,000,000 should be appropriated by the Legislature forthwith.

In a statement, issued at the close of the meeting, the committee protested that the action of the House ways and means group in reducing the bond issue to only \$5,000,000 "virtually ties the hands of the proposed new Port Authority during the highly critical months between now and the spring of 1946. It critically endangers the entire future of the port of Boston.

"The Port Authority bill as originally proposed, with \$15,000,000 of State credit, was a carefully studied minimum bill, drafted by a committee of outstanding citizens. It gave the Port Authority the minimum needed powers and funds for action. The need is now much more acute than when the bill was originally filed nearly six months ago. Every day counts in the competition with more aggressive ports.

### Race Against Time

"If we are not now willing to do the minimum job required, namely, give a port authority real authority and funds to act in a race against time during the next critical year, then why delude ourselves that through half-way measures Boston can ever again become a major port?" the committee asked.

"The fact must be faced by the citizens and the Legislature that we must take action now in keeping with the actual need. This need is determined

by the present condition of the Port of Boston, the competition of other ports and the decisive factor of time. Unless we take the needed action now, it might be better to abandon the bill, write off the prewar volume of traffic and industrial activity which are dependent upon immediate port rehabilitation, and plan only such business as can be handled by a minor, second-rate port. There is simply no use in deluding ourselves as to the actual conditions which we face. These are the conditions:

### Port Long Neglected

"First—The port of Boston is suffering from long-time neglect. Its facilities have deteriorated. As matters now stand, the port does not have sufficient berths to accommodate the volume of traffic which the port handled before the war. The full \$15,000,000 may be needed to provide even the volume of port services existing before the war. Substantial sections of New England industry depend upon the port for transportation of raw materials and finished products before the war. If we are not now willing to make appropriations adequate for port services equal to those existing before the war, we cannot serve and will not maintain our prewar level of industrial activity.

"Business and labor are behind this bill as drawn because it means not only the maintenance of jobs, but also the creation of hundreds of thousands of new jobs. This is a matter of vital concern to returning veterans.

"Second—During a quarter of a century of Boston Port neglect, our major port competitors along the Middle Atlantic and Gulf coasts have been aggressively modernizing their facilities and building new volumes of traffic. Their foundation of modern facilities has been proved in practice. Shippers and shipping lines both know from experience that these ports offer modern facilities, modern management and efficient services.

### Getting Hub's Business

"Their port management organizations are already at work soliciting peacetime business from shippers over immense inland territories. They are conducting practical negotiations with shipping lines for establishment of peacetime shipping services as soon as shipping is released from war activity. During the curtailment of shipping activities during the war, some of these ports have gained traffic which was previously shipped via Boston.

"These ports are out to hold this business. Thus, competing ports have a terrific headstart on Boston even as regards the traffic which Boston handled just before the war, in addition to the traffic which they have been building, in some cases at the expense of Boston, for many years past.

"Third—The Port of Boston is out to restore immediate prewar traffic, rebuild traffic lost during earlier years and win new volumes of traffic in areas which it can efficiently serve. But shippers and shipping lines have no way of knowing whether we really mean business except by our actions now. These shippers and shipping lines will look at the action, of the ways and means committee as an indication that Boston does not really intend to plan boldly or move swiftly. They will look upon the slashing of the bond issue to \$5,000,000 as a sign that we do not have faith in our endeavors to regain even our 1939 level of shipping activity and in our ability to create a port authority with sufficient business intelligence and judgment to find out what facilities are needed and can be profitably used.

"Under the ways and means committee bill, the Port Authority will have to wait at least a year to proceed with construction of facilities whose needs are apparent right now. Since completion of engineering plans and construction of new facilities would take as long as 18 months, other ports will in the meantime win the business which we are not equipped to attract."



# Legislative Battle Due Today on Port Fund Slash

## The Boston Globe

Published by GLOBE NEWSPAPER COMPANY  
242 Washington St. Boston 7, Mass.  
(Established March 4, 1872. Evening edition first issued  
March 7, 1878. Sunday edition first issued Oct. 14, 1877.)

SATURDAY, JUNE 30, 1945

A legislative battle is scheduled on the floor of the House Monday when the \$10,000,000 slash in the Port Authority bill recommended by the House Ways and Means Committee comes up for action.

Claiming that the entire future of the Port of Boston is critically endangered by the report cutting the \$15,000,000 appropriation to \$5,000,000, the executive committee of the Greater Boston Development Committee, sponsor of the port bill, issued a statement late yesterday indicating it will push the fight for the full sum.

The House Ways and Means Committee report was delivered yesterday morning and immediately an emergency session of the executive committee was called to plan a vigorous protest to an action "which virtually ties the hands of the new Port Authority during the highly critical months between now and the Spring of 1946."

### Action Now Held Necessary

Pointing out that the Port of Boston is suffering from long-time neglect and that its facilities have deteriorated, the executive committee statement continued: "The fact must be faced by the citizens and the

Page 3

Legislature that we must take action now in keeping with the actual need.

"This need is determined by the present condition of the Port of Boston, the competition of other ports and the decisive factor of time. Unless we take the needed action now," the executive committee said, "it might be better to abandon the bill, write off the pre-war volume of traffic and industrial activity which are dependent upon immediate port rehabilitation and plan only such business as can be handled by a minor, second-rate port."

Prominent legislators have been divided in their opinions concerning the amount of money that should be granted in the original appropriation, pointing out that an additional bond issue can be granted in plenty of time by the 1946 Legislature.

### Shippers Must Be Shown

Pointing out that the Port of Boston is out to restore immediately pre-war traffic, rebuild traffic lost during earlier years and win new volumes of traffic, the committee said: "But shippers and shipping lines have no way of knowing whether we really mean business except by our actions now.

"These shippers will look at the action of the Ways and Means com-

mittee as an indication that Boston does not really intend to plan boldly or move swiftly. They will look upon the slashing of the bond issue to \$5,000,000 as a sign that we do not have faith in our endeavors to regain even our 1939 level of shipping activity and in our ability to create a Port Authority with sufficient business intelligence and judgment to find out what facilities are needed and can be profitably used."

Claiming that other Atlantic and Gulf ports have been aggressively modernizing facilities and building new volumes of traffic "at the expense of Boston," the committee states: "Competing ports have a terrific headstart on Boston, even as regards the traffic Boston handled just before the war."

Asserting that "business and labor are behind this bill because it means maintenance of jobs and the creation of thousands of new jobs—a matter of vital concern to returning veterans," the committee concludes: "If we are not willing to do the minimum job required, namely, give a Port Authority real authority and funds to act in a race against time during the next critical year, then why delude ourselves that through half-way measures Boston can ever again become a major port?"

## Time to Look Ahead

Nothing could do more to take heart out of those disinterested, public-minded men who are striving to make Boston a real port than the slashing blow in cutting the port appropriation to only one-third of the carefully planned figure.

For its habitual cautiousness in money matters the Legislative Ways and Means Committee has earned for itself a certain prestige. But on such an appropriation as the proposed \$15,000,000 for the prospective Boston Port Authority, the committee should be acting as watchdog both of the public funds and of the long-range public welfare. The committee appears to be more than a little near-sighted in recommending that the new Port Authority's funds shall be limited to \$5,000,000 and that there should be stiff restrictions around the spending of even this initial sum.

It is to be hoped that by the time the legislators get around to action on the committee's report, most of them will have read, marked, learned and inwardly digested the observation of Chairman Ralph E. Flanders of the Massachusetts Committee for Port Development. Mr. Flanders speaks the thoughts of those who have vision about our port's potentialities. He knows that rival Atlantic and Gulf ports have for years had bodies with real authority and real funds with which to operate to attract maritime business—and that, sitting into this game with small chips, the new Boston Port Authority would be equipped to play only penny-ante.

On the expenditure of the \$15,000,000 originally asked for, Gov. Tobin may be trusted to realize the gravity of his public duty to find the five men of integrity and intelligence to serve upon the Port Authority. The bill lodges with the Governor and the Executive Council the responsibility for supervising expenditure of the Port Authority's funds. And on this issue a lively public opinion is always standing by.

Ways and Means is guardian of the citizens' pocketbooks, but the committee should not look on that as a purely negative, penny-pinching job. The Legislature's larger responsibility is to the future of the state and its prosperity.





# Battle Looms to Hike Port Fund to 15 Million

With prominent legislators divided in their opinions, the Port of Boston report of the House ways and means committee was read in the House yesterday, and a stormy battle on the part of those who insist that the appropriation be increased to \$15,000,000 was indicated when the bill comes up for action in the House next Monday. The report of the ways and means committee recom-

mended an appropriation of \$5,000,000, but those favoring an increase to \$15,000,000 have expressed belief this is not only necessary for the full development of the port but important from a psychological point of view.

Favoring this increase, and appearing in the executive session, were former Ambassador Joseph Kennedy; Andrew Lane, manager of the present Boston Port Authority; William Jackson, president of the Boston Chamber of Commerce, and Fred Church, prominent Boston marine insurance executive.

## WOULD RESTORE HUB

An emergency session of the Greater Boston Development Committee yesterday voted that the entire \$15,000,000 appropriation is necessary if Boston is not to become a second rate port.

Expenditure of the full amount, the Committee declared, will do no more than restore Boston to its pre-war condition. Failure to construct the piers and wharves needed will mean a level of industrial activity below our pre-war level, and far behind our competitor ports.

Among those favoring the increase in yesterday's session were Rep. Edmond J. Donlan (D.) of West Roxbury, former assistant corporation counsel of the city of Boston, who declared:

"The industrial prosperity of New England depends on low cost water transportation into the Port of Boston. I believe the sum of \$15,000,000 should be authorized for use of the proposed new Port Authority."

## FUND NEEDED

Rep. John W. Vaughan of Belmont, one of the most prominent Republican members of the House, stated: "I think the present legislature should grant the new Port Authority \$15,000,000 to work with. They need all they can get."

Declaring he favored the committee report, Rep. John E. Pow-

## Don't Cause New Depression

**WE BELIEVE** that most members of the Massachusetts Legislature are honest and honorable men.

We believe that they are sincerely interested in the welfare of the Commonwealth and its people.

We believe that they want prosperity instead of depression and full employment instead of widespread joblessness.

We believe that they can be relied upon to save Massachusetts and her essential industries.

We therefore appeal to all members of the Legislature, Democrat and Republican, **TO RESTORE THE \$15,000,000 BOND ISSUE TO SAVE THE PORT OF BOSTON.**

This port is the foundation of our prosperity.

It sustains our mills and factories.

It supports our farms, directly and indirectly.

It is the heart of our economy.

If the port grows we all grow.

If the port declines we all decline.

Boston is a seaport city. Massachusetts is a seaport State. New England is a seaport area.

The seaport is therefore the **MOST IMPORTANT ASSET WE HAVE.**

We cannot neglect it without committing industrial suicide.

For that reason, the recommendation of the House Ways and Means Committee to reduce the \$15,000,000 Port bond issue to \$5,000,000 was a tragic mistake.

**THE MEMBERS** of the committee probably thought they were saving money.

But, as the future will surely prove, **THEY WERE RISKING THE LOSS OF \$100,000 FOR EVERY PALTRY DOLLAR SAVED.**

Other Atlantic ports—the very ones which



ers of South Boston declared that even if the \$15,000,000 were authorized, the new Authority could not spend it before the Legislature returns in 1946. He said: "It will take at least six months for this organization to begin

functioning and making plans. By this time the Legislature will return and can immediately grant a new bond issue for the performing of these plans. There should be no disappointment in the failure of the committee to authorize \$15,000,000."

Rep. John E. Valentine of Chelmsford, majority leader of the House, declared: "I will go along with the ways and means committee report. If we granted all the money asked for various projects it would amount to \$500,000,000."

are taking away our people's livelihood—have received appropriations totalling nearly a billion dollars in the past twenty years.

**CAN WE LOGICALLY REFUSE TO SPEND THE RELATIVELY SMALL SUM OF \$15,000,000 TO SAVE THE PORT ON WHICH THE LIFE OF MASSACHUSETTS DEPENDS?**

We cannot, and we believe we WILL NOT.

The Ways and Means Committee has suggested expenditures totalling THIRTY MILLION DOLLARS for new sewers.

**THIRTY MILLION DOLLARS FOR SEWERS AND FIVE MILLION DOLLARS FOR THE PORT THAT SERVES ALL THE PEOPLE.**

It is a shocking example of inconsistency.

No legislator who has a conscientious regard for his constituents can permit it to prevail.

Actually, every dollar of the \$15,000,000 which should be appropriated IMMEDIATELY will be paid back.

And with the payments will come increasingly large dividends in the form of more jobs, greater employment opportunities and higher incomes for farmers as well as for the urban population.

**The \$15,000,000—THE FULL FIFTEEN MILLION DOLLARS—is needed NOW.**

Other ports are working day and night to dominate postwar commerce.

We cannot wait. We cannot delay. We cannot procrastinate.

If we do, we shall have lost prosperity that never can be regained and sacrificed the best chance for development and expansion in a hundred years.

**WITHOUT FEAR of contradiction, it can be said that this Port Bill is THE MOST IMPORTANT LEGISLATURE-ON BEACON BILL IN A CENTURY.**

If it is enacted and the FULL FIFTEEN MILLION DOLLARS appropriated, we shall have paved the way for enduring prosperity and protected our people.

If it is reduced, as the Ways and Means Committee has recommended, we shall have invited depression and the usual doles and breadlines.

**WE APPEAL TO EVERY MEMBER OF THE LEGISLATURE TO VOTE FOR PROSPERITY.**

**WE IMPORE EACH AND EVERY ONE OF THEM NOT TO VOTE FOR A DEPRESSION.**

**WE MUST HAVE THE FULL APPROPRIATION NOW—NOT NEXT YEAR OR THE YEAR AFTER.**

Neither time nor competition will wait for us.



## BOSTON NEWS BUREAU

Saturday, June 30, 1945

## Sees Port Of Boston Endangered

Greater Boston Development Committee Says Cut In Authority Bill "Shows Lack Of Faith To Shippers And Shipping Lines"

Striking at the reduction of the bond issue in the Port Authority bill by the ways and means committee to \$5 million as "virtually tying the hands of the proposed new Port Authority during the highly critical months between now and the spring of 1946 and critically endangering the entire future of the Port of Boston," an emergency meeting of the executive committee of the Greater Boston Development Committee was held yesterday afternoon to report its action against the cut.

"Unless we take the needed action now, it might be better to abandon the bill, write off the prewar volume of traffic and industrial activity which are dependent upon immediate port rehabilitation and plan only such business as can be handled by a minor, second-rate port," the committee reported, adding that the full \$15 million may be needed to provide even the volume of port services existing before the war, due the long neglect of the port.

"Business and labor are behind this bill as drawn because it means not only the maintenance of jobs but the creation of hundreds of thousands of new jobs. This is a matter of vital concern to returning veterans," the report states. Second consideration concerned the competition which Boston must face with other ports, and third, the restoration of prewar traffic, plus new business. "Shippers and shipping lines have no way of knowing whether we really mean business by our actions now. They will look at the action of the ways and means committee as an indication that Boston does not really intend to plan boldly or move swiftly. Slashing the bond issue to \$5 million is a sign that we do not have faith in our endeavors to regain even our 1939 level of shipping activity."

# Battle Royal Looms on Port Money Slash

The rising tide of protest against slashing the \$15,000,000 appropriation for Boston port development to \$5,000,000 presages a battle royal on the floor of the House Monday, when the recommendation of the Ways and Means Committee for the cut comes up for action.

Demands for restoration of the full amount in the new Port Authority bill continued to pile up today at the State House from officials of the New England Council, chambers of commerce, boards of trade, banking, shipping, and transportation organizations, as well as organized labor.

Former Ambassador Joseph P. Kennedy and other prominent financiers warned the legislators that unless the state was ready to develop the port of Boston in a big way Massachusetts would revert to depression levels.

Also protesting the recommended reduction were Andrew Lane, manager of the present Boston Port Authority; William Jackson, president of the Boston Chamber of Commerce, and Fred Church, prominent Boston marine insurance executive.

Unanimously, the Greater Boston Development Committee, at an emergency session with Chairman Jay R. Benton presiding, voted to insist the entire \$15,000,000 should be appropriated.

There is considerable division of opinion among the legislators who will vote on the issue, a survey disclosed.

Among those favoring the \$15,000,000 appropriation was Rep. Edmund J. Donlan (D.) of West Roxbury, former assistant corporation counsel of Boston, who declared:

"The industrial prosperity of New England depends on low cost water transportation into the Port of Boston. I believe the sum of \$15,000,000 should be authorized for use of the proposed new Port Authority."

Rep. John W. Vaughan of Belmont, one of the most prominent Republican members of the House, stated: "I think the present legislature should grant the new Port Authority \$15,000,000 to work with. They need all they can get."

## \$30,000,000 for Sewers, \$5,000,000 for Port!

**T**HE MASSACHUSETTS Legislature should appropriate the whole \$15,000,000 which the leaders of industry, business and labor have recommended as the MINIMUM amount required to save the Port of Boston.

The \$5,000,000 bond issue suggested by the Ways and Means Committee is ABSOLUTELY INADEQUATE.

Moreover, the psychological effect of a drastic and utterly unwarranted reduction in port improvement funds will be ruinous.

All over the country and world, the great shipping companies are revising their war-interrupted schedules.

*WHEN THEY HEAR THAT WE ARE PRACTICING FALSE ECONOMY AT THE EXPENSE OF OUR PRINCIPAL PORT, THESE COMPANIES WILL OMIT BOSTON FROM THEIR ROUTES AND SEND THEIR VESSELS TO NEW YORK, PHILADELPHIA, BALTIMORE AND OTHER WIDE-AWAKE PORTS.*

That will close mills and factories throughout Massachusetts.

That will destroy the jobs of thousands of people.

That will produce another period of depression and stagnation.

That will raise taxes and make property-owning even more burdensome.

To avoid this tragic and thoroughly unnecessary situation, we implore the members of the Legislature to give the Port of Boston the FULL FIFTEEN MILLION DOLLAR APPROPRIATION.

**T**HE MOST brilliant and responsible men in Massachusetts—men whose names are respected everywhere in this country and Europe—have warned us what to expect if we do not create a real Port Authority and support it with funds NOT LESS THAN FIFTEEN MILLION DOLLARS at the start.

Boston is a seaport city. Massachusetts is a seaport State. New England is a seaport area.

When the port grows we all grow.

When the port lags we all lag.

Furthermore, we have told the nation and world that we were going to appropriate AT LEAST FIFTEEN MILLION DOLLARS IMMEDIATELY to save the port.

If we now reduce the fifteen million to five million we shall surely cause everybody who has read our proclamations to believe that we are not interested in our own welfare and NOT CONCERNED WITH OBTAINING STEADY EMPLOYMENT AND AMERICAN WAGES FOR OUR PEOPLE.

Already, as Joseph P. Kennedy has said, other States are doing everything in their power to lure away our important industries.

**WHY MUST OUR OWN LAW-MAKERS ASSIST THESE STATES IN THEIR RAIDS ON MASSACHUSETTS?**

**F**OR REASONS best known to themselves such Senators and Representatives are going out of their way to injure Massachusetts and harm all her working people.

They are not directing their sabotage against the Port of Boston alone.

*THEY ARE ALSO SABOTAGING ALL OUR PLANS FOR POSTWAR PROSPERITY, FOR EMPLOYMENT FOR OUR RETURNING SOLDIERS, FOR CONTINUED WORK FOR THE THOUSANDS IN DEFENSE INDUSTRIES AND FOR DECENT INCOMES FOR OUR FARMERS.*

We think there are enough substantial men in the House and Senate to obtain the FULL \$15,000,000 APPROPRIATION and to prevent its being slashed to \$5,000,000.

The Ways and Means Committee which thought \$5,000,000 was adequate for the port recommended THIRTY MILLION DOLLARS for new sewers.

**ISN'T THE PORT ON WHICH OUR JOBS AND PROSPERITY DEPENDS AS IMPORTANT AS SEWERS?**

Watch this column for the names of the men who vote to give the port at least FIFTEEN MILLION DOLLARS, and remember and reward these men forever after.



# MERCURY SOARS TO 95

Hits Record 95; Drop  
in Humidity Predicted

It's hotter than you think!  
The mercury in Boston climbed  
to 95 degrees at 4 p. m. yesterday  
—highest mark for the date in  
history—breaking the 73-year-old  
mark set in 1872.

Telephone Conferences To-day with Fred  
Church about the Boston Port Bill  
and Charlie Merron + Ransom  
Greene about the Cooperative Bank  
Committee. Mary, Jim, and John left  
at 5 in the sizzling heat to go  
to Scituate Beach for tonight and  
tomorrow. Had a cool tub Bath at  
5.30. Frances made me a snack  
supper which I had down on the  
porch - Scrambled Eggs on Toast - Iced  
Coffee. Salad dish - Strawberries and cream.  
Lay on the Gloucester Hammock on the Porch  
until 8.30 it was so hot. then upstairs,  
pulled the Bed over by the West Window in  
order to get the air. "Strangely enough  
the Mosquitoes are not Bad so far - and  
the screens are not on yet because of the  
house being painted.



# COLDEST, SOGGIEST OF JUNES

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Only 12 Rainless Days,  
With Every Variety  
of Weather

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There have been few of the "rare days" that poets rave about in the month of June, which ends tonight. As a matter of fact it has been a month marked by the coldest weather ever recorded for June, excessive rain, a visitation by a typical autumn tropical storm which brought winds of gale force and a few really warm days, thus furnishing variety enough to satisfy the most critical.

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## ONLY 12 RAINLESS DAYS

Only 12 days of the 29 ending yesterday were free from rain. A total of 6.36 inches descended upon Boston in the four weeks and one day, and of this amount 2.18 inches fell in a six-hour period on June 20. Six days later another deluge sent 1.19 inches on an already-surfeited populace. This is the rainiest June since 1931, when there was a record fall of 8.13 inches of rain. Normally June produces 2.86 inches of rain and it is spread out over a seven-day period.

The month was ushered in with the coldest day recorded in any June. A reading of 41 degrees brought shivers to the man in the street, and consternation to Victory gardeners, with a threat of serious damage to crops, which happily did not occur. In Maine snow flurries were reported. On June 15, the mercury climbed to an official 86, but in spots throughout Greater Boston, it went to 100 and even higher. In the last three days June redeemed itself with comfortable temperatures, clear air and no rain.

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Perhaps no photographs since those of Cassino have so graphically demonstrated the effects of Allied air power. This cratered waste was once the city of Wesel, east of the Rhine. It was pounded into the ground by Allied bombers in preparation for a landing by airborne troops during the last phases of the war in Europe.

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WELLS BINDERY  
WALTHAM, MASS.  
JAN. 1946

